# THE PICTURESQUE HAND BOOK OF LIVERPOOL

WITH ABOVE 100 ILLUSTRATIONS

THE CUSTOM HOUSE.

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THE

# PICTURESQUE HAND-BOOK OF LIVERPOOL,

A MANUAL FOR RESIDENT AND VISITOR:

WITH

A DAY AT BIRKENHEAD,

AND

A SERIES OF PLEASURE EXCURSIONS IN THE ENVIRONS.

By H. M. ADDEY.

WITH A MAP AND ABOVE ONE HUNDRED ENGRAVINGS.

Sebenth Edition.

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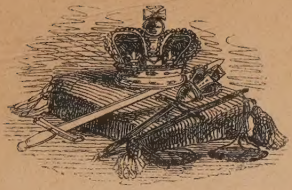


TO

THE WORSHIPFUL

# THE MAYOR OF LIVERPOOL,

CHIEF MAGISTRATE,

OF A TOWN THAT STANDS PRE-EMINENT AMONG THE COMMERCIAL CITIES OF THE WORLD, WHOSE MERCHANTS TRADE WITH EVERY LAND, AND WHOSE SHIPS ARE FOUND IN EVERY SEA,

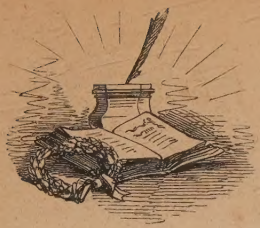
This Volume,

DESCRIPTIVE OF THAT TOWN AND ITS VICINITY,

IS WITH PERMISSION RESPECTFULLY INSCRIBED,

BY HIS OBLIGED AND OBEDIENT SERVANT,

H. M. ADDEY.



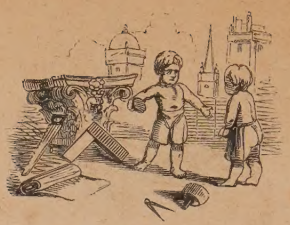
# ADVERTISEMENT.

IN this age of rapid improvement, we trust that we have not been unsuccessful in our attempts to keep pace with its requirements. Since the last edition of the Hand-Book issued from the press, many and important have been the alterations that Liverpool has undergone; whilst its Environs have increased so greatly as almost to rival the parent town. Our work has, therefore, necessarily undergone a thorough revision; and we have endeavoured to render it still more useful, whilst its attractions have been enhanced by numerous additional engravings, illustrative of the various objects that more particularly arrest the attention of the visitor.

In "A day at Birkenhead"—a chapter now added for the first time—a sufficiently comprehensive account is given of that now extensive town; while the extended notices of the neighbouring villages furnished in our Excursions in the Environs, will, we trust, prove useful to those strangers who pay more than a passing visit.

We therefore flatter ourselves that we have thus succeeded in producing a work, at once worthy the great commercial emporium of which it is the delineator, and adequate to the wishes of those who are desirous of acquiring a knowledge of the town and its vicinity: and as every care has been taken to insure correctness in its various descriptions, The Picturesque Hand-Book of Liverpool has a claim on the attention of the Resident; whilst as a silent *cicerone* to the Visitor, it is a desideratum, its object being principally to describe things and places as they at present exist, and to present such a guide as may lead the traveller, satisfactorily, and economically as to time, to the objects most likely to interest the attention.

Until a kind public again calls forth our energies to prepare another edition for the press, we must now bid adieu to Liverpool, a town that has been eulogised as "one of the finest in the world; the abode of industry and of opulence; the home of commerce and magnificence, familiar to those far sojourners who inhabit 'realms that Cæsar never knew,' whose merchants are princes, and whose name is borne on ocean leagues 'thrice from the centre to the uttermost pole.'"



# PRINCIPAL ATTRACTIONS OF LIVERPOOL.

[For the convenience of Visitors whose stay in Liverpool is so limited as not to enable them to view the various places according to the routes herein laid down, a list of such places, as are most likely to afford the greatest pleasure in the inspection, is given below.]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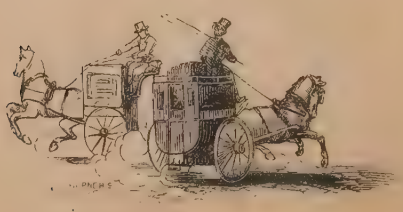


ANCIENT LIVERPOOL.

"Nurse of Art! the city rear'd
In beauteous pride, her tower encircled head:
Then Commerce brought into the public walk
The busy Merchant; the big warehouse built;
Raised the strong crane; choked up the loaded street
With foreign plenty; and thy stream, O Mersey!
Chose for a grand resort."

ST. NICHOLAS CHURCH IN 1750.

HE history of Liverpool displays one of the most extraordinary instances of the rapidity with which some of the emporiums of the world have risen, as if touched with the magic wand of some mighty magician, from obscurity to the proud position of colossal commercial cities. From a small fishing village has this town progressed to possess, next to Lon-

don, greater splendour and importance than any other town in the empire. The rapidity of its rise is exemplified in the fact, that since the beginning of the eighteenth century, it has increased in population fifty-fold, or from five thousand inhabitants to more than a quarter of a million.

Respecting the etymology of its name, various opinions have arisen; but, although the subject still remains a matter of doubt, it is generally believed to be derived from a fabulous bird called the *Liver;* and this, accordingly, figures in the arms of the town.

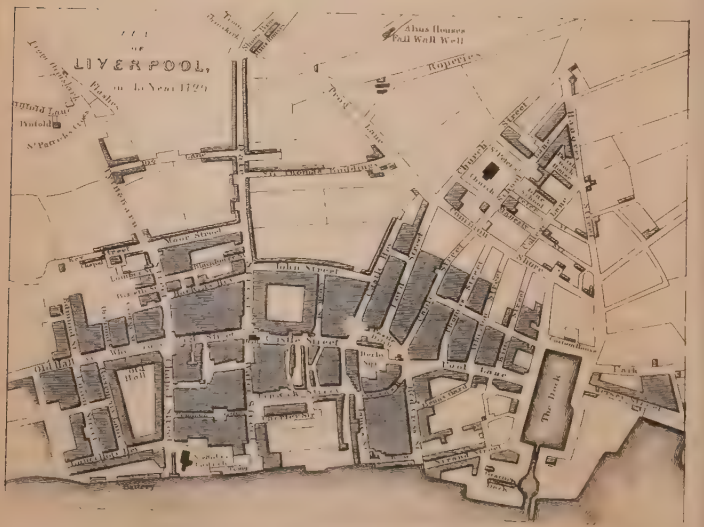
Previous to the Conquest, it would seem that a few fishermen had established themselves here; for, immediately after, the chapel of St. Nicholas was erected; but as no mention is made of Liverpool in Doomsday Book, the few huts thus clustered together do not appear to have borne any name. The first approach to anything like a town, was the erection of the Castle, about 1076, by Roger de Poictiers; and a few years after this, the town first assumed its name. The first charter was granted by Henry I., in 1129; but the conquest of Ireland in 1172, by opening the intercourse between the two countries, laid the foundation of the commerce of Liverpool, though its progress was very slow; its rise and its growth to importance having all taken place within the last two centuries.*

The town was nearly depopulated in 1540 by a plague. This dreadful malady was the forerunner of a pestilence called the *Sweating Sickness,* which broke out in April, 1551, and extended its ravages to almost every corner of the kingdom.

In 1571, the inhabitants of Liverpool sent a memorial to Queen Elizabeth, praying relief from a subsidy which they then thought themselves unable to bear, wherein they style the place, "*Her Majesty's poor decayed town.*" Liverpool was one of the

* In the year 1565, the number of vessels belonging to Liverpool, amounted only to twelve, with an aggregate burden of two hundred and twenty-three tons, navigated by seventy-five men. At this time there were in the town only one hundred and thirty-eight houses, and six hundred and ninety inhabitants. Strange as it will sound in modern ears, a house (probably a cottage) in Castle Street then let for four shillings a year; and ten pounds was offered as the purchase price for two others. But, in connection with these facts, it must be stated, that wheat then sold at one shilling a bushel, a fat sheep for two shillings and tenpence, and fourpence a day was considered good wages for a labourer.

LIVERPOOL IN [illegible]



privileged places, returning members to Parliament for a long time prior to this period; but from the twenty-fifth year of the reign of Edward I., till the reign of Edward VI., there was a cessation of such privilege. In the reign of the last-mentioned monarch, the electors allowed their representatives two shillings per day for the maintenance of their rank and station.

In the year 1650, Liverpool consisted of only about half a dozen streets,—Dale Street, Castle Street, Chapel Street, Oldhall Street, and Tithebarn Street; which names they still retain. A pool branched from the Mersey, and extended over the space now occupied by the New Custom House, Paradise Street, Whitechapel, and Byrom Street; and, for the convenience of intercourse, a ferry-boat was kept at the corner of Church Street and Whitechapel. This ferry was at last superseded by a bridge erected by the Lord Molyneux, after whom Lord Street was named, he being proprietor of the land lying between the Castle and the ferry. The Castle, which appears to have been built much upon the plan of others about the same period, was nearly square, and measured about thirty-six yards on every side. This fortress was dismantled, by order of Parliament, in 1659; but it existed, in a dilapidated state, until 1721, when it was razed to the ground, and gave place to St. George's Church, which now stands upon the ancient site. At the bottom of Water Street, on the north side, stood the Tower; and on the opposite side of the street, the Custom House. The former, an embattled mansion, is supposed to have been erected in the year 1252, as a Watch Station. It was, for several centuries, the occasional residence of the Stanley family, was afterwards converted into a public assembly room, and ultimately into a gaol. It was pulled down in 1819, and warehouses now occupy the ground. At the bottom of Chapel Street, close to the banks of the river, stood St. Nicholas' Church; this site is still occupied by a church bearing the same name. The old Town Hall, a comparatively insignificant building, was then situated a few yards from its present position. A great heath was then, and for a century afterwards, to be found where St. John's Church and the railway station are now located.

It is apparent from this description, that Liverpool was, not quite a couple of centuries ago, a small fishing town, of little

note, and containing but few houses. What a contrast between what it then was, and what it now is! Never, perhaps, did a town in Europe spring from such poverty and insignificance to such opulence and importance, in so short a time. Within the last century in particular, streets and public edifices seem to have started into existence as if by the magic agency of the enchanter's spell; hardly a vestige of what was, remains; everything is new, and everything wonderfully improved. At that time there were no docks to harbour her vessels; there was no spirit for commercial enterprise:—now, on the contrary, spacious harbours extend for miles along the river side; the edge of the town presents a "forest of masts;" a thousand majestic-looking vessels sweep across the surface of the ocean, and bring to her port the produce of every clime. The streets, which were then so few in number, so mean in appearance, and but little used to the hum of business, are now countless, grand, and for ever busy; her tradesmen are respectable and intelligent, and her merchants enterprising and wealthy.

The only historical event of importance in the annals of Liverpool, is its siege in 1644 by Prince Rupert, nephew to Charles II., when Liverpool was in the hands of the Commonwealth, under the command of Colonel Moore, who, for some time, defended it against the prince's army. The town at that time was fortified by a high mud wall, and a ditch twelve yards wide, and about three yards deep. Batteries were erected, to prevent the enemy from crossing the pool; and all the entrances to the town were guarded by strong gates, and defended with cannon. Many pieces planted in and upon the castle walls, proved formidable to the besiegers; and great quantities of wool, brought by English Protestants who had escaped from Ireland, were used by the besieged to cover the mud walls,—thus protecting themselves from the shot of the enemy. The prince's army was stationed on the higher ground, in the neighbourhood of Everton; and a small cottage was then occupied by Prince Rupert as his head-quarters. The prince, in his endeavours to take Liverpool, was often repulsed; and whether he was likely to become successful, seemed for a long time doubtful. It is reported, that he exclaimed, "At first view he could compare Liverpool to nothing but a crow's nest; but found it an eagle's nest, or a den

of lions." The town at last surrendered, when the prince's army entered, put many of the inhabitants to the sword, and confined the rest in the tower and St. Nicholas' Church; the prince, in the meanwhile, taking possession of the castle. We annex a view of the cottage, mentioned as the head-quarters of Prince Rupert during the siege; this mud-built hut weathered the storm until the year 1845, when it was taken down to give place to modern innovations.

Liverpool was shortly after retaken by the Parliamentary forces, under the command of Sir John Meldrum: the Earl of Derby having failed in an attempt to relieve it, with the loss of five hundred men killed and taken prisoners.

Seven years after the siege, Liverpool was again subject to the ravages of a plague, and two hundred persons are said to have fallen a sacrifice.

Some idea of the rapid growth of the town, from the beginning of the eighteenth century, may be formed from the following table, showing the population at specified periods, with the increase during the several periods:—

| Year. | Population. | Increase in 20 years. |
|---|---|---|
| 1700 | 5,000 | |
| 1720 | 11,000 | 6 000 |
| 1740 | 18,000 | 7,000 |
| 1760 | 26,000 | 8 000 |
| 1780 | 40,000 | 14,000 |
| 1801 | 77,653 | 37,653 |

| Year. | Population. | Increase in 10 years. |
|---|---|---|
| 1811 | 94,376 | 16,723 |
| 1821 | 118,972 | 24,596 |
| 1831 | 165,175 | 46,203 |
| 1841 | 224,954 | 59,779 |

Besides the parish of Liverpool, the townships of Everton, Kirkdale, West Derby, and Toxteth Park, are included in the Parliamentary Borough. The following exhibits the population of these townships at three decennial periods :—

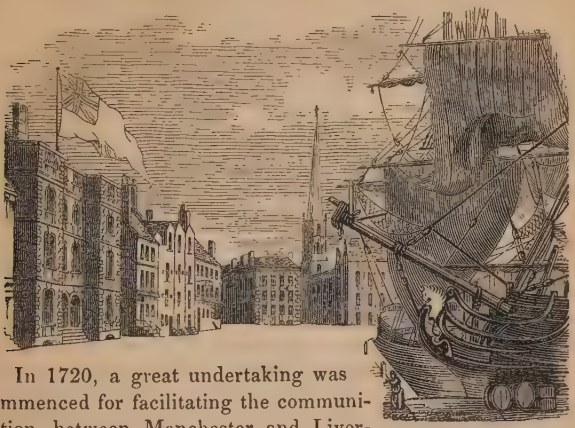
| | 1821. | 1831. | 1841. |
|---|---|---|---|
| Everton | 2,109 | 4,518 | 9,148 |
| Kirkdale | 861 | 2.591 | 3,779 |
| West Derby | 6,304 | 9,613 | 16,902 |
| Toxteth Park | 12,829 | 24,067 | 41,180 |
| Totals | 22,103 | 40,789 | 71,009 |

To the aggregate population of these townships, several thousands should be added for parties resident on the opposite shore of the Mersey, but who have offices and warehouses in Liverpool; thus making the population of the town and its dependencies, in 1841, at more than *three hundred thousand.* No fair comparison can be made between the population of the Parliamentary Borough, as it appears from the above tables to have existed in the years 1831 and 1841; the limits of the borough having, between those periods, been extended by the Boundaries' Act.

The principal causes of this rapid increase in its population, are the advantages of its situation for carrying on an extensive commerce with all parts of the world, and its central situation in the kingdom and proximity to the Irish coast, which mark it out as the great entrepôt for the products of the two countries; while its local neighbourhood to Manchester and the great clothing districts, for which it imports the cotton of the Eastern and Western hemispheres, and from which it again receives the manufactured fabrics that fill the markets of the world, combines to give to its port the incessant activity for which it is characterised, and to increase the immense capital of its merchants.

In the year 1709, the first wet dock was constructed, being the earliest undertaking of the kind in the empire; thus giving a stability to the trade of Liverpool, which no domestic or national calamity can shake. Since then, the guardians of the port have, from time to time, been adding to the dock accommodation, generally anticipating the wants of the community. The Old Dock is not now in use, its site having been appropriated to the erection of the present Custom House and other offices connected with the trade of the port. The old Custom House was situated

on the east side of this dock; as not a vestige of the building now remains, we here insert an engraving of its appearance at the close of the last century.



In 1720, a great undertaking was commenced for facilitating the communication between Manchester and Liverpool, by making the rivers Mersey and Irwell more navigable, and by forming a canal. By these means the "flats," which were previously ten or eleven days in going from one town to the other, could now, by taking advantage of the tide, accomplish the same in as many hours. How amazingly this distance has been again shortened by the introduction of steam power, is familiar to all.

Mighty changes and improvements have taken place within the last hundred years, in the mode of conveyance from place to place. Prior to the year 1760, no stage coach came nearer to Liverpool than Warrington. In that year, however, one was established for the first time, to run between Liverpool and London; the journey was performed once a week, and it took no less than four days to accomplish the distance. Carriages, indeed, were then very rare; and it is mentioned, as a singular fact, that at the period in question, there was but one *gentleman's* carriage in the town of Liverpool, and that carriage was kept by a *lady* of the name of Clayton.

"Rapid as was the progress of the commerce of Liverpool in the last century," says a writer in the *Colonial Magazine*, "it is quite equalled at the present day. From the large share the merchants possessed in the African slave trade, it might have been apprehended, that the cessation of that traffic would have seriously affected their interests. But it was not so. A succession of causes continually tended to open up fresh channels for enterprize, and to give increased facility to mercantile operations. The most powerful of these was the warehousing system, which gave all the advantages of a free port to one possessing so many natural and artificial advantages. It was followed by the partial opening of the trade to the East Indies; next, by the introduction of steam navigation; and, during late years, by the complete abolition of the East India Company's monopoly. In addition to these causes, the rapid advance of our original descendants in the New World, in wealth and population, has called into operation an intercourse chiefly carried on through this port. Lastly, with her skilful engineers, and fortunate position as the outport of a county abounding in mineral fuel, she holds the sinews of that mighty power which is extending its conquests over the wide world; walking the waters through storm and calm, and bridging the Atlantic itself: gliding over the peopled plains of the Old World, through the eternal forests of the New; and, as it passes along, scattering in its train civilized man,—his energies guided by Christian knowledge, and by his expanding wants and rational desires."

# LOCAL CHARACTERISTICS.

## SITUATION AND SCENERY.

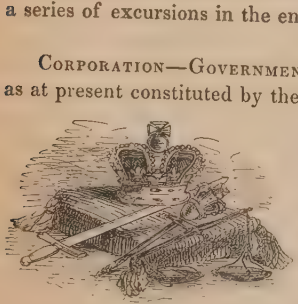
THE port of Liverpool, a municipal and parliamentary borough, is situated upon the eastern bank of the estuary of the Mersey, in 53° 24′ 12″ of north latitude, and 2° 59′ 18″ of longitude west of Greenwich. The present limits of the town comprise about two thirds of the parliamentary borough; its length from north to south (measured from Brunswick Dock to the Gas-works in Vauxhall Road) is about 2½ miles; its breadth from the river to St. Mary's Church, Edge Hill, 1¾ miles; and its area somewhat exceeds 2,500 acres.

This important and flourishing sea-port stands partly on flat ground, along the edge of the river, and partly and principally on a gently rising acclivity; that part north of Dale Street is seated on a coarse, red, diluvial clay, the remainder on red sandstone; and, having a gentle declivity, it has every facility for drainage. It is protected by hills from the cold, withering north-north-east winds; and the climate, though humid, is more equable than in most other places; the sea breezes temper the heat of summer, and the cold of winter is usually from six to eight degrees below that under the same latitude on the eastern coast.

The Mersey is navigable for vessels of considerable burden as far as the mouth of the Irwell,—a distance of thirty-five miles from Liverpool. It derives its source from the confluence of several small streams on the Cheshire and Derbyshire frontier; and, after pursuing a serpentine course for some distance, a little below the town of Warrington, it expands into a broad arm or estuary of the sea. This estuary is three-quarters of a mile broad at Liverpool; but in proceeding more inland, its breadth is much more considerable, being above three miles across at its widest point. This peculiarity of shape is of great advantage to the port; as, in consequence of so large a body of water passing and repassing at every tide, the navigation of the Mersey is always kept open. A range of sand-banks runs parallel with the coast for many miles; but several channels intervene, by which vessels of the largest draught may, at high water, enter with ease and safety.

The suburbs of Liverpool are very extensive and beautiful, being thickly covered with neat rows of houses and handsome villas, and are rapidly increasing in population and importance. A description of the various villages in the vicinity, will be found at the end of this work, where we have devoted several pages to a series of excursions in the environs.

Corporation—Government.—The Corporation of Liverpool, as at present constituted by the Municipal Act, consists of forty-eight Councillors, elected by the burgesses in sixteen wards, with a Mayor and sixteen Aldermen, elected by the Council. There is a Recorder, Stipendiary Magistrate, Assessor of the Court of Passage, Town Clerk, Coroner, and other officers. Regular quarterly Borough Sessions are held, as well as daily Petty Sessions; Courts of Passage and Requests, for the recovery of debts, are held weekly. The miscellaneous business of the council is transacted by various sub-committees; the lighting and improving of the town is attended to by the Corporation, who are empowered to enact laws to that effect, as well as for the better regulation of



the police, hackney coachmen, porters, &c. The police force, comprising borough, dock, and fire police, is conducted under a Commissioner, and formed, like that of the metropolis, into divisions, with superintendents, inspectors, sergeants, &c.; and is extremely efficient in suppressing crime and maintaining order. The income of the Corporation is about £300,000.

COMMERCE.—Liverpool presents one of the most remarkable instances on record, of the vast influence of commercial speculation, when pursued with steady vigour, prudence, and resolution. Two centuries ago, we find it described as "the little fishing creek of Liverpool," being then, along with Beaumaris and Caernarvon, a dependent port of Chester; and, at a later period, in the year 1709, it possessed only 84 ships, of the burden of 5,789 tons. Its progress as a commercial port may be best traced from the number and burden of the vessels which have entered the docks during the last thirty years, and which have been as follows:—

| Year. | Vessels. | Tonnage. | Year. | Vessels. | Tonnage. |
|---|---|---|---|---|---|
| 1812 | 4,599 | 446,788 | 1830 | 11,214 | 1,411,964 |
| 1815 | 6,440 | 709,849 | 1835 | 13,941 | 1,768,426 |
| 1820 | 7,276 | 805,033 | 1840 | 15,998 | 2,445,708 |
| 1825 | 10,837 | 1,223,820 | 1845 | 20,521 | 3,016,531 |

Four-fifths of the trade between the United Kingdom and the United States now centres in Liverpool; and she also has a large share of the trade with South America and the West Indies. She also carries on a considerable trade with the East Indies and China, though in this department she is far surpassed by London. Indeed, the ships and products of Liverpool are to be found in every port of the world accessible to merchantmen.

The gross customs' revenue of Liverpool, in 1844, amounted to £4,487,664; while that of London, in the same year, amounted to £11,778,516. But we must not suppose that the trade of the metropolis exceeds that of Liverpool in this proportion; as raw materials for manufactures, on which low duties are paid, form the principal part of the foreign imports at Liverpool, whilst London

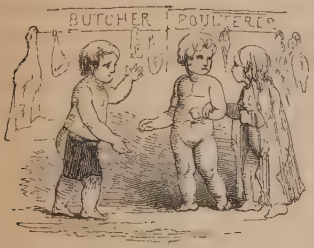
imports comparatively few of these articles, her trade being principally in articles of direct consumption, on which high duties are paid. This circumstance accounts for the comparatively large amount of the customs' revenue received in the latter; and, allowing for it, we doubt whether the foreign trade of London very materially exceeds that of Liverpool. It is quite impossible to form any correct estimate of the total amount of the trade of Liverpool. Certainly the total annual value of the imports and exports does not fall much short of the amazing sum of £45,000,000, if it do not exceed that amount.

Manufactures.—When we consider the vast magnitude of the foreign commerce of Liverpool, we cannot for a moment wonder that its inhabitants have had little time to give their attention to the manufacturing of their various articles of import, and that they have left it to more inland towns to turn the raw material into the manufactured article, in which state it again passes into the hands of the Liverpool merchant, for the purpose of being supplied to the various markets of the world. In fact, in a place where the labouring classes meet with ready and sufficient employment of a more congenial kind, it would be a difficult matter to meet with a supply of hands willing to submit to the stringent regulations of a factory. But the extensive commerce of the port necessarily demands the practice of a great number of domestic trades, subsidiary to the demands of the merchant for his shipping.

Ship building is here carried on to a great extent; and not only have capital merchant ships and steamers been launched from the slips in different parts of the town, but many large ships of war have been built for the government. Steam engines of the best and most powerful kind are made in several establishments, from which have proceeded many of the engines employed on board the largest steam ships.

There are several large sugar refiners, iron and brass foundries, public breweries, roperies, glass staining works, and alkali works.

The manufacture of soap is more extensively carried on here, than in any other town of the kingdom. A large cotton manufactory is situate on the banks of the canal, a short distance north of the town. There are also several windmills, and steam engines for grinding corn, colours, dye-woods, &c., and numerous large manufactories of chain cables, anchors, and similar articles naturally in demand in a large seaport. The manufacture of chronometers, watches, and watch-movements, is carried on to a greater extent in Liverpool than in any part of the kingdom; and large quantities of these articles are annually exported.




Markets.—The markets of Liverpool are better supplied, perhaps, than any town in the British empire. Ireland and Scotland, particularly the former, furnish grain, live-stock, bacon, and butter, in immense quantities; and the Isle of Man, Anglesey, North Wales, and Cheshire, send excellent poultry and eggs, with butter and other farm produce. The daily communication by steam with these districts, has been the means of bringing their produce into competition with that of the neighbourhood, thus affording an abundant supply, and having a manifest effect in reducing the prices. No town in England, the metropolis not excepted, can boast of market accommodation equal to Liverpool; there are about a dozen in various parts of the town, several being very capacious, and covered, thus forming a protection against the effects of the weather.

Religion.—The extent of accommodation for the religious instruction of the inhabitants of Liverpool, is such as few other places possess; the number of places of worship being more than one hundred, in each of which service is performed twice every Sunday—in many three times; and, with few exceptions, there is an evening service at each once or twice in the course of the week. Many of the churches are elegant, most of them recently

erected, and all commodious and spacious. They are capable of seating from 1200 to 2000 persons each; and in most of them the free sittings bear a very great proportion to the whole. Very few of the churches have burying grounds attached; but St. James' Cemetery, the Necropolis, and St. Mary's Cemetery, are amply adequate to the present wants of the town. These are laid out with taste, and kept in good order; and a chapel is appended to each, in which the funeral service is performed. There are also two parish Cemeteries, and the Jews have a small burial place in the eastern suburbs.

Education.—Highly to the credit of her enlightened citizens, Liverpool unites with the prosperity of trade a generous protection to the arts and sciences. Her merchants are the liberal patrons of men of genius, and the encouragers of literature; and the town has several valuable institutions for the purpose of education and the promotion of science. The principal among these are, the Royal Institution, the Mechanics', the Collegiate, and the Medical Institutions. Closely connected with these are the news-rooms, among which, the Athenæum and Lyceum hold the highest station, and have extensive libraries connected with each. There is also the Union News-room, in Duke Street, and one, most important of all to commercial men, in the Exchange.

To enumerate the schools would far exceed the space that we can allot to the subject. They consist of the Corporation, National, and Infant Schools; and the innumerable schools belonging to the various religious denominations.

Charities.—The Charities in Liverpool are numerous and well supported, and many of the edifices devoted to charitable purposes are handsome and respectable. The Infirmary, Fever

Hospital, Lunatic Asylum, Lock Hospital, the various other Hospitals, Dispensaries, &c., are all noticed in their respective places in the tour of the town. The Blue Coat School, and the Institutions for the Blind, and the Deaf and Dumb, ought perhaps to be mentioned under the head of Education: of these also the reader will have full information hereafter. The Ladies' Charity affords relief to about 1,200 lying-in women every year, with supplies of linen, &c.; the other principal charities are the Strangers' Friend Society, relieving about 1000 persons annually, with a similar institution called the Charitable Society; the Night Asylum, affording protection to those unfortunate individuals, who, during the cold winter nights, are, on account of their poverty, unable to procure a place of shelter and repose; the Penitentiary and Refuge for the Destitute, both intended for the reformation of degraded females; the Marine Humane Society, and the District Provident Society. There are likewise many religious societies, the chief of which are, the Bible Society (by far the largest in point of income), the Society for Promoting Christian Knowledge, the Seamen's Friend Society, and the Mariners' Church Society.

Amusements.—The principal places of amusement in Liverpool, are the Theatre Royal, in Williamson Square (the company of comedians performing at it generally ranking as the best out of the metropolis); the Royal Amphitheatre, in Great Charlotte Street, used for equestrian exercises, melodramas, spectacles, and pantomimes; the Royal Liver Theatre, in Church Street, in which is exhibited burlettas and melodramas, similar to those presented in the minor theatres of London, and the Theatre

Royal Adelphi, in Christian Street, on whose boards is displayed the drama in its various phases, legitimate and burlesque. There is also the Music Hall, in Bold Street, and the Wellington Rooms, in Mount Pleasant, the latter comprising a fine suite of saloons, and an extensive ball-room. Among other places may be mentioned, the Zoological and Botanic Gardens; and the race-course at Aintree, where meetings are held in May and July.

Society.—Mr. M'Culloch has given the following interesting sketch of the state of society in Liverpool, and, as the remarks of a stranger, will not savour so much of the spirit of favouritism as those of a resident, we prefer giving it to any description of our own:—

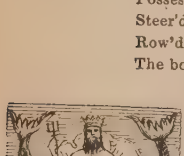
"Owing to the rapid rise of Liverpool, its population consists, in a great degree, of adventurers, not merely from all parts of the United Kingdom, but of the world, attracted to it in the expectation, which, in many instances, has not been disappointed, of making a fortune. In such a society there is necessarily less prejudice, and fewer conventional and established observances, than in other and differently constituted towns. There is here, in fact, the greatest toleration of all sorts of individuals, and all sorts of opinions. Exclusiveness in Liverpool is, speaking generally, entirely out of the question; and you meet everywhere with people of all grades, all occupations, and all countries. It would be idle in such a place to look for that polish, and careful avoidance of debatable and irritating topics that distinguish more aristocratical societies; but, on the other hand, it is free from the sameness and insipidity which characterise the latter. The higher class of merchants, having connections and correspondents in most parts of the world, are generally very well informed; and some of them are honourably distinguished by their taste in literature, science, and the fine arts. All classes are eminently enterprising (sometimes, perhaps, to excess), vigilant, and industrious, and possess, in a high degree, the qualities that go to form successful merchants and traders."

EMINENT PERSONS.—Liverpool may well be proud of her position, as being the birth-place of several whose names are of honourable mention in the records of literature, science, and art. Among these must be recorded, Jeremiah Horrox, an eminent astronomer; George Stubbs, a celebrated painter of animals, and author of a work on the anatomy of the horse, illustrated by drawings from his own pencil, and another on comparative anatomy; William Sadler, the inventor of the method of transferring copper-plate prints to earthenware; Edward Rushton, and the graceful Mrs. Hemans, poets; John Deare, a celebrated sculptor; Joseph Whidbey, an eminent civil engineer; Dr. Dobson, Dr. Enfield, and Dr. Bostock; the Reverend Legh Richmond; Dr. Currie, the biographer of Burns; and last, though not least, the amiable, public spirited, and highly-gifted William Roscoe, author of the lives of Lorenzo de Medicis and Leo X., who was himself the Lorenzo de Medicis of Liverpool, and whose genius and talents have essentially contributed to give character and elevation to the town of which he was the distinguished ornament.

But the names here enumerated are not the whole of those worthy of being chronicled in the biographic annals of Liverpool, as she enrols among her living citizens, some whose works equally entitle them to notice, and render them an honour to the age in which we live.

# THE DOCKS.

"On either hand,
Like a long wint'ry forest, groves of masts
Shot up their spires; the bellying sheet between
Possess'd the breezy void; the sooty hulk
Steer'd sluggish on; the splendid barge along
Row'd regular to harmony; around
The boat, light skimming, stretch'd its oary wings."



HITHER shall we first proceed? is naturally the question put by the visitor to his *cicerone* on sallying forth to inspect the peculiarities of our port. Why, of course, commence with our greatest lion,—first ramble round our mighty docks, in magnificence, commodiousness, and extent, unequalled; for the docks of Liverpool, as they are the objects of the greatest consequence to the inhabitants, are they not also those of the greatest interest to strangers? These are not pressed upon, as in other ports, by warehouses and buildings brought to the very edge; but present a wide unembarrassed space, into which the leading commercial streets run. Capacious sheds on each side protect the merchandise and *employés* from the effects of the weather, and the lading and unlading of vessels goes on without interruption. The docks form an extensive line at the river's brink, and when

those now making, and those proposed, are finished, the port of Liverpool will stand in the pre-eminent position of possessing 203 acres of docks and basins, with about 15 miles of quay space, an amount of dock accommodation to be found in no other port in the world. The river wall stretches itself for nearly four miles, and affords a most delightful marine promenade.

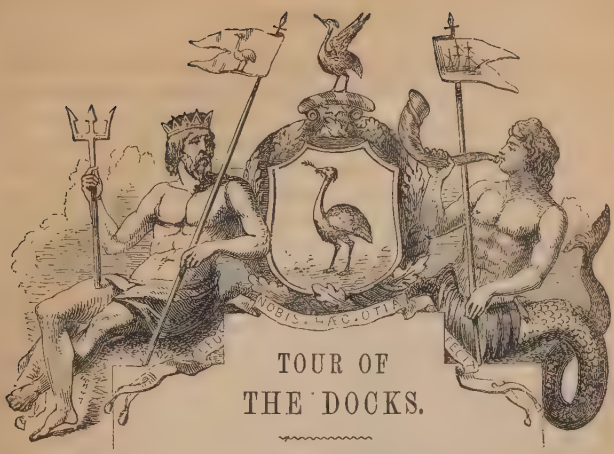
As the visitor approaches the docks, his attention is first caught by a sight of the innumerable masts, with flying pendants —green, blue, yellow, and white—peering above all the surrounding objects; and when he enters, he is struck with astonishment at the huge structure of the vessels, their graceful forms, and the fanciful, and sometimes grotesque, figures which ornament their bows. His admiration is excited by the precision and exactness with which they take up their stations, side by side, in the closely-thronged dock; and "his wonder grows" to think how they manage to keep clear from each other, and how they will ever again contrive to extricate themselves from the labyrinth of stately ships in which they appear involved, when the time of sailing arrives. The most attractive and picturesque view of the docks is taken either in sailing down the river, or from its opposite bank; and when seen from end to end, the congregated vessels look like a deep and wide-spread forest, with their masts bearing the colours of all nations, collected at that instant in fellowship together, but soon to be separated, and to track their solitary course, in all seas, to the farthest extremities of the world. The visitor, as he makes the circuit of the docks, is perpetually reminded of the peculiar character of the place in which he is sojourning, not only by the sight of the shipping, but from meeting every now and then, men of other lands, whose dress, colour, or physiognomical expression, indicate in succession the sun-burnt American, the dark Malay, the swarthy African, or the mild and intelligent Asiatic.

The docks are of three kinds: the wet-docks principally for ships of great burden, employed in the foreign trade, such vessels floating in them at all states of the tide, the water being retained by gates; the dry docks, or basins, so called because they are left dry when the tide is out, are chiefly appropriated to coasting vessels; and the graving docks, which admit or exclude the water

at pleasure, are adapted to the repair of ships, during which they are kept perfectly dry, and when completed are floated out by admitting the tide.

The affairs of the Dock Estate are conducted by a Committee of twenty-one members, thirteen of whom are elected from the Town-Council, and the remaining eight from the merchants and shipowners. The proceedings of this Committee are subject to the approval of the Corporation, who are Trustees of the Estate.

The management of the shipping in dock is under the superintendence of two harbour masters. To each dock is appointed a dock master whose duty it is to attend to the vessels in dock, allot them berths, and provide them in turn with quay accommodation for the receiving or discharging of their cargoes. The minor officers are dock gatemen and policemen; by the latter the property on the quays is as effectually protected from plunder as if deposited in warehouses; and passengers and strangers will always experience every attention and assistance from them, and find them ever ready to afford any information desired.




# TOUR OF THE DOCKS.

## NORTHERN DOCKS.

St. Nicholas Church—Telegraph—Prince's Dock—Waterloo Dock—Victoria Dock—Trafalgar Dock—Clarence Dock—Graving Docks—New Docks—Prince's Parade—Floating Bath—Seacombe Slip.

OUR tour of the Docks we shall, for convenience sake, divide into two parts, and taking St. Nicholas Church as a starting place, shall accompany the visitor, first, to the docks north of that point, describing each dock we pass, and pointing out the various objects in its vicinity worthy of attention. After this, we shall direct him in his visit to the Southern Docks, and give a similar description of them and their vicinity.

### ST. NICHOLAS CHURCH

Is the oldest ecclesiastical foundation in the town, and, from this circumstance, more generally styled the Old Church. It stands on the site of a chapel dedicated to our Ladye and St. Nicholas, said to have been erected about the time of the Conquest, although not consecrated until the year 1361, and was a chapel of ease, under Walton, until the year 1699, at which period Liverpool was created a distinct parish. In the churchyard was formerly a statue of St. Nicholas, who was regarded as the patron Saint of

the mariner. The churchyard was not a century ago washed by the waters of the Mersey, and the distance between the wall and the extremity of the pierhead, will give some idea of the vast labour and expense incurred in the construction of the docks, every inch of ground on which they stand having been slowly, but incessantly gained from the river, by dint of human labour and ingenuity, and in despite of the never-ceasing resistance made by the waters from the ocean, which run twice in every twenty-four hours, to assert their claim to the limits of their ancient boundaries. In 1774, the body of the church was rebuilt; when "the old roof, walls, and gothic pillars; the old, blue ceiling, black and white clouds, golden sun, moon, and stars, painted and gilt upon the roof," were removed, and the re-edification completed in a style more in accordance with modern taste. In 1809 it became necessary to strengthen the tower, which had been shaken by the introduction of a peal of six bells in 1755; but the passion for steeple-music was not to be restrained by the insecurity of the building, and before the repairs were completed the tower fell, whilst the bells were ringing, on Sunday morning, the 11th of February, 1810. The belfry, precipitated through the roof, fell on the centre aisle, and twenty-eight individuals were buried in the ruins. The present tower, with its lantern, was designed by Mr. Harrison, of Chester, and contains a peal of twelve bells; its entire elevation is 180 feet, the height of the tower being 120 feet, and that of the lantern 60. The interior is well lighted by two rows of windows, and has a gallery supported by short stone pillars. Of the various monuments the following are most deserving of notice:—One to William Clayton, Esq., who represented this borough in six different parliaments, and after whom Clayton

Square received its name; a second to Henry Blundell, Esq., by Gibson, a native of the town, and a pupil of Canova, well worthy of attention for the beauty of its execution; another to Bryan Blundell, Esq., one of the principal founders of the Blue Coat Hospital; a fourth to Captain William Naylor Wright, erected from feelings of gratitude by one whose life, together with many others, he had saved by great exertions and presence of mind. The fifth monument, and that most worthy of notice, is to the memory of Mrs. Earle, of Spekelands. It is much admired for the beauty of its sculpture, being from the chisel of Gibson, and another fine specimen of that artist's skill. Opposite the church, at the lower end of Chapel Street, and on the roof of a lofty warehouse, is situated

## THE TELEGRAPH,

That admirable and most ingenious invention for carrying on distant communication. It was originally established in 1827, by its able superintendent, Lieutenant Watson. The series of telegraphs extend along the coast as far as Holyhead, and are placed at an average distance from each other of eight and a half miles. A constant look-out is kept during the day at each of these stations, and the rapidity with which communications are made from Holyhead to Liverpool, a distance of 72 miles, is truly astonishing. A few minutes before one is the best time to visit the telegraph; its extraordinary powers may then be witnessed in perfection, as a communication is daily made at that hour, and it frequently happens that a question is then asked at Liverpool, and an answer received from Holyhead in less than a minute;—one has been received in so short a time as thirty-five seconds. The ordinary intelligence of what ships are in sight, is generally conveyed in five minutes. Leaving this spot, and passing through a gateway, a little to the right of the bottom of Chapel Street, we come to

## THE PRINCE'S DOCK.

This splendid dock is 500 yards long, and 106 broad, and, with its two locks, covers an area of 11 acres, 3889 yards. It was opened, with much ceremony, in the year 1821, on the coronation-day of King George IV. The dock is built according to

the most approved principles of mural architecture. Sheds run along each side, for the protection of the merchandise—those on the west side being built at a cost of £14,000—and large brick walls, having gates at convenient distances, entirely surround the dock. At each end there is a dwelling-house, with appropriate offices, designed for the use of the dock-masters. The dock has two entrances, one from the George's Dock Basin at the south, and another at the north end. Each of these passages is furnished with locks, so contrived as to admit vessels either in or out at half tide. The landsman will naturally be amazed at the array of shipping to be found in this, the most imposing and the noblest of the many docks of which Liverpool can boast. On passing the various ships, he will learn their destination from the boards attached to the rigging of each, and will find one on the eve of departure for the tropics; another for the pole; a third filled with passengers full of hope and expectation, who fancy fortunes speedily to be realised in a southern clime; whilst the star-spangled banner of the United States, flying from the masts of many, at once descries their origin and destination as being trans-atlantic. Before leaving this dock, the visitor is recommended to inspect a first-class American packet-ship, or "liner;" he will generally find the stewards at hand, who display the greatest politeness to all visitors (especially when ladies are of the number), and show, without hesitation or fear of trouble, the magnificent saloons, the snug sleeping berths, and the various accommodations to be found on board these noble vessels. The viewing of these will be a greater treat to the resident of an inland district, than any other object brought under his notice during his tour. After traversing the entire length of the dock, we pass through a gateway at the north end, and arrive at

## THE PRINCE'S DOCK BASIN.

At the south-east corner of this basin, but only observable at low water, is placed the GRIDIRON, a kind of platform, on which a vessel requiring trifling repairs can be placed at high water, and, when the tide recedes, examination can be made, and such repairs effected; thus saving the expense of taking her into a graving dock. On the north-west corner is situate

## THE OBSERVATORY.

Though only a plain structure, this is still a valuable institution as regards its most popular and important use—the determination of time. At one invariable moment of each day, a large and conspicuous ball is let fall from the top of a mast, the descent of which can be noted by all within its view. The exact point of time thus publicly proclaimed, is the precise moment of one o'clock at the Royal Observatory at Greenwich, which will of course differ from one o'clock at Liverpool by the amount of longitude of Liverpool west of Greenwich. This is precisely twelve minutes within a small fraction of a second; so that any clock or watch indicating forty-eight minutes past twelve, or twelve minutes before one, at the moment of the ball's leaving the cross at the summit of the mast, will indicate the true mean time at the Observatory of Liverpool. So admirable are the arrangements, that an error of one second in the time of throwing down the ball would be considered extravagant, and really never occurs. Adjoining is the Life-Boat house, in which several boats are always to be found, and well worth inspection. Proceeding on our tour, we enter the gate on our left, and have at one view

## THE WATERLOO, VICTORIA, AND TRAFALGAR DOCKS.

These three docks are very similar in shape and size, and are planned and built in a most excellent manner. The water space, including the passage and lock of the first mentioned dock, is 6 acres, 1153 yards; it was opened for the reception of vessels in 1834, and receives its name in commemoration of the victory of the 18th of June.* The next, or Victoria, so called in honour

* At the east end of this dock will be found a rather novel kind of hostel. The building was formerly a windmill. The interior having been, some years ago, accidentally destroyed by fire, it was afterwards metamorphosed into a place of entertainment, and not inaptly received the name of the *Rotunda Steam Pucket Tavern.* The staircase and chimney pass through the centre of the establishment, whilst the flat roof, which is leaded and furnished with benches, affords a pleasant look-out to Jack and his messmates, as they whiff their pipes, drink their grog, or taste the good things of this life, provided by mine host of the Rotunda. Near to this place is the site of the "great fire of Liverpool," which occurred in the year 1842, when warehouse property and goods were destroyed to the value of nearly a million sterling.

of her Majesty, contains a water area of 5 acres, 4159 yards; and the last, or Trafalgar Dock, named after Nelson's immortal victory, a space of 6 acres, 2643 yards. The two latter were opened in 1840; the whole of the ground between them is covered by an extensive shed. The north side of the Trafalgar Dock is generally occupied by new steamers receiving their engines, boilers, &c.; or others temporarily undergoing repairs. Adjoining this dock is

THE CLARENCE DOCK,

Opened in 1830, and having a water area of 6 acres, 273 yards. It is exclusively appropriated to the accommodation of steam vessels plying between Liverpool and various ports of the United Kingdom. Connected with this dock, and between it and the river, is a half-tide basin, with a water space of 3 acres, 4500 yards, furnished with gates, by means of which packets may be allowed to pass either inwards or outwards at half-tide. This dock was constructed under the superintendence of Mr. Hartley, the surveyor to the dock trustees. Its walls are built of the most durable stone, and on each side of the passage stands a beautiful circular office. Spacious sheds are erected on every side, and a strong high wall surrounds the whole of the works. We should advise the stranger whilst here, to go on board and inspect some of the larger steamers, a privilege always granted, and the in-

teriors of many are well worth seeing. There are not fewer than a hundred steam vessels connected with the port, a great number of which could, upon any sudden national emergency, be converted into vessels of war. Should an Irish packet have just arrived at the time our visitor is here, he will be much amused by the odd scene their decks exhibit. At the stern will be seen, as usual, a freight of bipeds, old and young, holding converse in a jargon difficult to interpret; whilst the rest of the deck will be crowded with a medley of sheep, pigs, and oxen; and several of the latter will be found in the hold, from which they are drawn up by the aid of a windlass, with a sling fastened round the body, and have as much feeling evinced towards them, as would be shown in the elevation of a bale of cotton. The value of animals and agricultural produce brought into Liverpool from Ireland, exceeds £5,000,000 per annum. North of, and entered from the Clarence Dock, are

## THE NEW GRAVING DOCKS,

Constructed in a very elegant and substantial manner. One of them being formed entirely of granite, will, for years, preserve its present handsome appearance. As vessels undergoing repairs will invariably be found in these docks, the visitor will be enabled to see a ship out of its watery element, and will naturally be struck with wonder on observing its vast proportions, when the entire length, breadth, and depth are open to the view. North of these docks, a vast array of new receptacles for shipping are in the course of formation. Nine docks and basins, and three graving docks, with a water area of about 64 acres, are here about to be added to the already extensive but far too limited dock accommodation of Liverpool. So great is the annual increase of tonnage entering the port, that it is calculated when these new docks are completed, they will be far short of supplying the then requirements of commerce. To the north of the new docks, at the mouth of the river, and facing the fort on the opposite shore, a battery is about to be erected as a protection to the port against foreign invasion. Looking forward from this point, the north shore is observed, lined for a great distance with caravans. In the bathing season, the scene here is particularly

gay and busy about the time of high water. Looking on the right, Everton presents itself in the distance, with its church steeple very conspicuous. Nearer, and surrounded by high chimneys, rises the steeple of St. Martin's-in-the-Fields, much blackened by the smoke from the various foundries in its vicinity.

We must now retrace our steps as far as the Prince's Dock Basin, and in our return pass the docks on the contrary side to that on which we came. Here we cross the bridge to the south of the basin, and walking a little to the right, reach

## THE PRINCE'S PARADE,

A pleasant promenade, running along the west side of the dock of that name, and separated from it by a lofty wall. The walk is 750 yards long, and 11 broad; it is protected on the side next the river by a stone wall, about a yard high; and, for the accommodation of the public, benches are placed at convenient distances; whilst, at each end, a covered shed serves as a shelter against the heat of summer or the inclemencies of winter. This noble marine parade commands extensive views of the harbour and of the river, with a beautiful landscape on the opposite shore. The view to the west terminates by the eminence on which stands Bidston lighthouse, the telegraph, and the extensive range of signal poles. These latter are used for the purpose of hoisting signals; conveying intelligence to the town of the appearance of vessels in the channel, long before they are enabled to enter the river. The opposite Cheshire shore, with its multitude of pretty marine villas, and various ferries, is seen to great advantage from this place; the view being bounded on the north by the fort and lighthouse at the entrance of the river. A description of these, and the rest of the environs, will be found in our suburban excursions hereafter. The foreground of the picture is filled up, and the whole enlivened by the stately ships, the smoking steamers, and the numerous small craft which are continually passing and repassing before the eye of the spectator. But it is at high water when the Mersey presents the most interesting and striking scene; particularly when a westerly wind favours the arrival of the numerous fleets destined to this port; and the constant arrival and departure of steam boats, on their passage to or from various

parts of the three kingdoms, with crowded decks and cabins, full of holiday tourists, are sources of amusement to the stranger.

> "A thousand keels the subject wave divide,—
> Float with the flow, or stem the ebbing tide,—
> Winged messengers that haste, with sails unfurl'd,
> To barter produce with some distant world!
> With oar and paddle, sail and thundering steam,
> They row, they cleave, they plough the Mersey's stream;
> That stream which, fretted by a thousand prows,
> No silent rest, no liquid slumber knows;
> What'er the hour, whatever winds prevail,
> Behold the outward and the homeward sail!"

Opposite this parade, during the summer season, is moored

## THE FLOATING BATH.

It is approached by boats continually passing to and fro; and the price for admission is sixpence, this charge including the boat hire. The bath is commodious, and is a favourite place of resort during the more sultry season of the year. From the small basin situated at the south end of the parade, called Seacombe Basin, the New Brighton, Egremont, and Seacombe ferry-boats land and take on board their passengers. At low water a large landing stage runs out on the slip or inclined plane outside the sea-wall, where it joins the floating pier there moored. This stage, weighing about 20 tons, runs on a railway, and is worked by a powerful winch in the round building at the top of the slip. Turning from the river, and crossing the bridge, we again reach St. Nicholas Church, and thus complete our tour of the Northern Docks.

# TOUR OF THE DOCKS.

## SOUTHERN DOCKS.

St. Nicholas' Church—Goree—George's Dock—Baths—Mariners' Church—Canning Dock—Custom House—Post Office—Salthouse Dock—New Docks—Albert Dock and Warehouses—Duke's Dock—Railway Merchandise Station—Railway Tunnel—King's Dock—Floating Chapel—Tobacco Warehouses—Queen's Dock—Coburg Dock—Union Dock—Brunswick Dock—Toxteth Park—Harrington—St. Thomas' Church, Toxteth—St. Barnabas' Church.

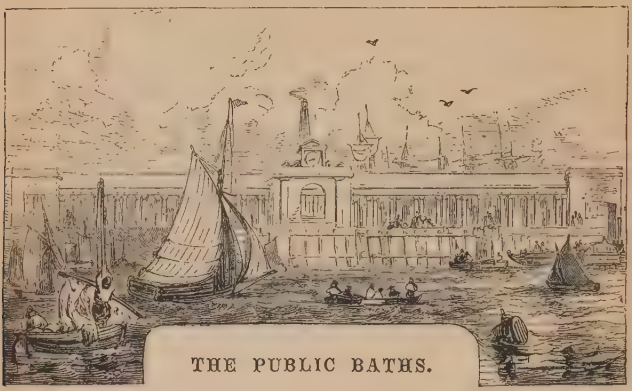
THE termination of the last chapter brought the wonder-seeker and his *cicerone* back to the point from whence their tour began. It now becomes our duty to draw attention to the Southern Docks, and, therefore, a second time taking leave of St. Nicholas Church, we turn our steps in an opposite direction to our last, and passing George's Basin, the entrance, on one hand, to the dock of the same name, and to the Prince's Dock on the other, we reach

### GEORGE'S DOCK.

This dock was formed in compliance with an Act of Parliament, passed in the year 1762, and completed at an expense of £21,000. It is 246 yards long and 100 broad, and has water accommodation to the extent of five acres 2,593 yards. Sheds for the merchandise extend along each side, and on the east is

situated a range of very extensive warehouses, bearing the name of the GOREE WAREHOUSES. They were erected in 1802, in place of other buildings then destroyed by fire, when the loss sustained was calculated at little less than half a million sterling. These warehouses are five stories high, and, for the convenience of foot passengers, have an arcade on the ground floor, which goes by the name of the GOREE PIAZZAS. Crossing the elegant bridge between George's Dock and the basin, we reach a small basin devoted to the use of the Woodside, Birkenhead, Monks'-Ferry, Rock-Ferry, and Eastham-Ferry boats. At low water, when these steamers cannot enter the basin or reach the pier, passengers embark or land from them by means of an ingeniously contrived movable and floating stage. A new landing stage is about being erected here, from the design of Mr. Cubitt, and at a cost of from £30,000 to £40,000. A floating-pier, 500 feet long and 70 feet wide, will run parallel with George's Pier, at a distance out in the river of 150 feet, and this interval of 150 feet will be crossed by two swing bridges, seemingly inverted, one opposite the south end of the Baths, and the other opposite the opening at the north end. The floating-pier will be moored on 34 transverse pontoons, and will be surrounded by chains, useful and ornamental, and in the centre of it will be erected a picturesque waiting and refreshment room. The pier itself will bear and accommodate 1,000 persons; horses, carriages, &c., will be permitted on it, and as it will rise and fall with the tide, bridges are constructed to obey its motion, forming, at the same time, two strong stays. The pier will stand about two feet above the water, acting, it is anticipated, like a breakwater. Eight river steamers may land their passengers on it at the same time; there will be ten feet of water at the lowest state of the tide. What a lively scene have we always here? Multitudinous are the people passing, and numerous the small steam craft continually plying to and from the opposite or Cheshire shore. Every half-hour, to a minute, do these elegant little steamers, to the great dismay of the fairer portion of their passengers, puff out whole volumes of smoke, and, setting paddles in motion, start, each for its destination, leaving behind a track white with the foam of the beaten waters. A few minutes more, and then arrive those that have crossed in a con-

trary direction, and fill the berths so recently left vacant. The low stone building on George's Pier comprises



THE PUBLIC BATHS.

They were erected by the corporation, from whom they are rented, at a cost of upwards of £36,000, and opened for public use in 1829. The exterior design, though plain, is particularly chaste. The baths appropriated to gentlemen are at the northern, and those to ladies at the southern extremity of the building; and a cold plunge bath, with convenient dressing-rooms, is situated in each compartment. A spacious tank beneath the centre of the building, containing upwards of 800 tons, receives the water from the river at high tide; from this reservoir it is forced, by means of a steam engine, into a capacious filter, and thence conveyed, perfectly pure and clear as crystal, through pipes, into the respective baths through which it is constantly flowing in a fresh current. At the south end is a small dock, for the accommodation of the flats and barges belonging to the Trustees of the Mersey and Irwell Navigation.

## THE MARINERS' CHURCH

Is moored at the south end of George's Dock. The vessel now used as a church, was formerly a sloop of 18 guns, and presented by Government at the request of the committee of the Mariners'

Church Society. We now cross one of the two bridges before us, and passing the Dock Police Station, a square stone building on the right, come to

## THE CANNING DOCK,

So distinguished in honour of Mr. Canning, a name happily identified with Liverpool and the prosperity of its trade. It covers a space of 500 yards in length, with an area of four acres 376 yards, and is principally occupied by coasting vessels. This dock was formerly used as a dry basin, and then called the Dry Dock. Its present title was given in 1832, it having a short time previously undergone extensive repairs when flood-gates were added, by which the water was retained. On the west side it communicates with three graving docks, where vessels are constantly laid up for repairs. The imposing structure at the south-east corner of this dock, is

## THE CUSTOM HOUSE,

Or, more properly speaking, the Revenue Buildings, under which general title is comprised the Custom House, Excise Office, and Post Office. This edifice is of very recent date and replaced the old and comparatively insignificant official buildings, they being found quite inadequate to the purposes of a daily extending commerce. Through the united influence of Canning and Huskisson, negociations were entered into with government as to the necessity of a new Custom House; and, after a short time, arrangements were concluded for its immediate erection. Its present site being fixed upon as the most appropriate, Mr. Foster, architect to the corporation, was engaged to prepare the designs. The terms of agreement made between the government and the Liverpool corporation are these:—The corporation give the land, valued at £90,000, and undertake the erection of the building; and at the expiration of twenty years, cede the whole to government, on the express stipulation that the latter pay them the sum of £150,000, by annual instalments of £25,000. Mr. Foster's designs having been approved, the foundation stone was laid on the 12th of August, 1828 (the King's birthday), by the mayor, Thomas Colley Porter, Esq., and great demonstrations of joy were expressed upon the occasion. The site we state in a former chapter to have

been previously occupied by the old dock, the first work of the kind constructed not only in Liverpool but in the empire. The chasteness and beauty of the Ionic style of architecture adopted in this edifice, have been much admired. Lofty porticos, each supported by eight Ionic pillars, adorn the centre and east and west fronts. The centre of the building is surmounted by a magnificent dome, lighted by sixteen windows, and ornamented round by pilasters. Inclosed within the outer dome is a smaller one, encircled by twelve windows, which light the centre of the Long Room. The interior of this building will amply repay the stranger for a visit. The grand front is opposite South Castle Street; and entering in this direction, the first object which claims attention is the massive grouping of the pilasters which support the floor of the Long Room overhead. The stairs, flanked by handsome iron balustrades; the landing-places, supported by eight Ionic stone columns, each of a single piece; the four pilasters, and elaborate ceilings; are all deserving of particular attention. The Long Room, occupying the centre of the building, is altogether splendidly designed and executed; it is lighted by fourteen windows on the sides, and by twelve, as already observed, in the inner dome. The dome is supported by eight large pillars of the Ionic order, and the roof by eight more, with corresponding pilasters. The ceiling is subdivided by lateral and transverse beams into regular compartments, all beautifully ornamented. At each end of this noble apartment, is a corresponding flight of stairs and landing-places. The lower apartments of the building consist of large vaults for the safe custody of bonded and other goods. The offices of Customs occupy the centre of the building, and the whole extent of the west wing. The southern part of the east wing is appropriated to the use of the

GENERAL POST-OFFICE.

Above these are the Excise Offices and those of the Dock Treasurer and Secretaries; the Board-room, the offices of the Dock Committee, and the Stamp Office, comprise the remaining portions of this wing.

After walking completely round the Custom House, for this must be done to see it properly, we next come to

## THE SAILOR'S HOME.

In this excellent institution seamen frequenting the port of Liverpool will be provided with board, lodging, and medical attendance, at a moderate charge. A reading-room, a library, and a savings' bank, will be attached to the institution; and with a view of securing to the able and well-conducted seaman a rate of wages proportionate to his merits, a registry of character will be kept. There are to be schools for sea-apprentices and for the sons of seamen, with special regard to children who have lost one or both of their parents; and a chaplain will be provided for the spiritual instruction of the inmates.

In a country so eminently commercial as Great Britain, the social and moral condition of her seamen must ever be a subject of vital importance. For the comforts, conveniences, and luxuries of all classes, poor as well as rich, our hardy seamen exile themselves from their country and their friends, undergo all the hardships which are inseparable from a long voyage, defy the terrors of storms and tempests, brave every extremity of cold among the icebergs of the Polar regions, and endure amid the awful thunders, lightnings, and hurricanes of the tropical climes, the most scorching intensity of the solar rays. And while the sailor thus risks life and health daily to supply his country with foreign produce, and to enrich our "merchant princes," little was done in past times to enlighten his ignorance, to remove him from the temptations to which he is exposed when ashore, and to afford him some degree of comfort and security after all his hardships and dangers. On an inquiry into the condition of sailors, it was found that the greater proportion of the dissipated of our seamen were those who had no homes when ashore, and who, the moment their feet touched land, became the prey of abandoned women and dishonest lodging-house keepers, by whom they were robbed of wages and clothing, and tempted to indulgence in scenes of drunken revelry and sensual depravity.

A few years ago institutions were projected, by which sailors, when on shore, might be provided with a virtuous home, protected against imposition and extortion, and encouraged to husband their hard-earned wages; and where they might be provided with the means of promoting their moral, religious, intellectual, and professional improvement. Two of the most perfect and most useful of these institutions are those of London and New York. It is in order to extend the same inestimable benefits

to the seamen of Liverpool that the Sailor's Home is established. The first stone of the building, now rapidly approaching to completion, was laid July 31st, 1846, by His Royal Highness Prince Albert, who visited Liverpool for that purpose; and it must be particularly gratifying to those for whom the institution is designed to know that the highly estimable consort of our beloved Queen takes so warm an interest in their welfare. The style adopted by the architect, Mr. Cunningham, is Elizabethan; and the building, with its antiquated gables, towers, vanes, and ogee-headed roofs, will present a beautiful contrast with the vastness and grandeur of the Custom House. The interior arrangements appear to be most complete, and reflect great credit on the architect for the admirable and often ingenious manner in which he has invariably kept in view the habits and peculiarities of the race for whom he was designing a home. The basement-story will contain kitchens, sculleries, store-rooms, stoves for airing bedding and seamen's chests, and other offices. On the ground-floor will be a spacious hall, having in its centre three large stoves, around which the inmates may draw and "spin yarns" of any length in peace and security; on this floor there will also be a savings' bank, a registering-room, a shipping-office, a singing-room, a school-room, the boys' dining-room, and a large dining-room for sailors who may come in after the general dinner hour. On the second-floor, and reaching through to the top of the third story, will be the principal dining-room, which will extend along the whole front facing the post-office; and on the fourth story, over the dining-room, are to be a large lecture-room and a reading-room connected by folding-doors. The remaining portion of these three stories, as well as the entire of those above, will be occupied by dormitories; these are calculated to accommodate three hundred inmates, a small room being assigned to each. The building will be six stories high, and will have bath-rooms and wash-rooms provided on each floor. An open balustrade will extend round the top of the building, between the gables and towers, and the roof will be asphalted for the purpose of forming a promenade for the sailors, to which easy access can at all times be had, and which will be so lofty as to command a view of nearly the whole extent of the docks and the shipping in the river.

Let us now go to the opposite end of the custom-house, where we have

## THE SALTHOUSE DOCK,

So named from some salt-works formerly contiguous to it, and constructed about the same time as the Canning Dock. It is rather irregular in its formation: the quay is 746 yards in length, and the whole, with its passage, occupies an area of four acres 3493 yards. But it is proposed to alter the dock from its present unequal form to an oblong square; also to form a new dock and basin between it and the Queen's Dock hereafter mentioned. This addition to the dock accommodation will be a great desideratum, as it will connect the broken link which has hitherto existed, and make the docks one continuous chain, thus enabling a vessel to be passed from end to end without going into the river. The area of water thus added will be about eight acres 478 yards, and the estimated cost, including the value of the land, about £600,000. Between the Salthouse Dock and the river is

## THE ALBERT DOCK,

Constructed in a manner different from the rest, inasmuch that instead of being surrounded by the low sheds elsewhere found, lofty warehouses bound it on every side. These, it is expected, will afford great facilities for loading and discharging, and thus render the dock one of much greater dispatch, in proportion to its size, than any other in the port. The dock and passages cover an area of seven acres 3,423 yards, with abundance of quay room, and it is of sufficient depth to accommodate vessels of the largest tonnage. There are two entrances to the dock basin from the river, separated by an island of huge granite between the locks, and on which is erected a handsome lodge for the gatemen. The Warehouses are built in detached piles, vaulted throughout from top to bottom, with rows of massive iron pillars and iron beams to support the arches. Each is of four spacious stories, with vaults below of immense size. The entire area of warehouse room, including the vaults, is 138,805 yards. The four stories above ground are capable of containing 234,950 bales of cotton, whilst the vaults will be available for the stowage of wines, spirits, &c. The buildings are entirely fire-proof; no timber is em-

ployed; the floorings are of a fire-resisting composition, and the doors, joists, window-frames, roofs, and staircases, all of iron. The entire cost of this dock, with the warehouses and purchase of the land, was estimated at £782,265. A spacious promenade runs along the whole river-side of these erections. On the south of the Albert and Salthouse Docks is

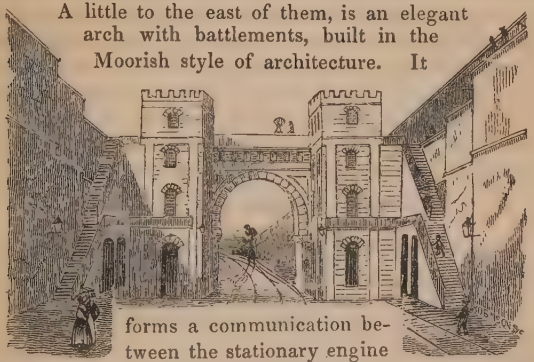
## THE DUKE'S DOCK,

Constructed by the late Duke of Bridgewater, and used by his trustees and other canal carriers for the accommodation of their numerous boats. One end of the dock runs underneath the centre of a range of large warehouses, so that the boats are loaded and unloaded without being exposed to the weather. A short distance to the left of Wapping, the street passing the end of these warehouses, is the MERCHANDISE STATION of the Grand Junction Railway, where this company has extensive warehouses for the deposit of all heavy goods intended for conveyance to, or brought by it from, various parts of the kingdom.

## THE RAILWAY TUNNEL FOR GOODS,

Passing entirely under the town, connects this station with the general line, and is the earliest work of the kind ever executed. The entrance at Wapping is by an open cutting, affording space for four lines of railway. These pass under the pile of warehouses, the floors of which are supported by cast-iron pillars, placed between the lines of rails, and by means of trap-doors the several articles of merchandise are loaded or unloaded, the waggons being brought under the body of the structure for that purpose. Proceeding from this station, we enter the lower end of the tunnel, which forms a magnificent and continuous arch of more than a mile and a quarter in length, principally hewn out of the solid rock, except those portions where the excavation was made through less stable material, in which parts the arch is composed of neat and substantial brick-work. From the entrance at the western or lower end, the line of rails curves to the south-east for the distance of 270 yards, the rails being completely level. The remainder, 1980 yards, is a perfectly straight line, having an inclined plane, with a uniform rise of 1 in 48, the whole rise from

Wapping to the tunnel mouth at Edge Hill being 123 feet. The egress from the eastern end is into an extensive area, excavated out of the solid rock; it is 40 feet below the surface of the ground, and defended on every side with walls. Above this area, on the surface of the ground, two handsome circular brick chimneys are erected, 100 feet high; they are used to conduct the smoke from the furnaces of two stationary engines employed to draw waggons along the tunnel from the station of the Wapping terminus. These chimneys are built in the form of columns, with handsome capitals, and may be seen at a considerable distance. A little to the east of them, is an elegant arch with battlements, built in the Moorish style of architecture. It



forms a communication between the stationary engine houses, which latter have the semblance of two towers. Another tunnel, of smaller dimensions, leads from this area to a spacious yard in Crown Street, now occupied as a station for cattle, of which great numbers arriving from Ireland, are conveyed inland by the railway; but prior to the formation of the tunnel to Lime Street, described in another part of this work, it was the principal station for passengers, who were conveyed hither from the town in omnibuses and other vehicles. Retracing our steps a short distance, and inclining a little towards the river, we arrive at

## THE KING'S DOCK,

Opened in the year 1788. Its length is 270 yards, and breadth 95 yards; and forms an area, including its passages, of seven acres

3,896 yards. At the north-west corner is a FLOATING CHAPEL, for the use of mariners, in which service is gratuitously performed every Sunday by various dissenting ministers of the town. This dock receives all vessels from Virginia, Havannah, &c., laden with tobacco, it being the only place where they are allowed to unload. On the west side, and extending the whole length of the quay, is

## THE QUEEN'S TOBACCO WAREHOUSE.

This large building was erected by the Liverpool corporation, and is rented from them by government. All the tobacco entering the port is lodged in it, until examined and the duties paid; and damaged tobacco is here burnt. Between the warehouse and the river is a Marine Terrace, commanding a fine view of the river and the opposite Cheshire shore. The King's Dock is entered from the south by a dry basin, which also communicates with two Graving Docks, and the north end of

## THE QUEEN'S DOCK.

This dock, opened in the year 1796, is 470 yards long, and 227½ broad, containing an area of 10 acres, 3101 yards; and is chiefly occupied by vessels freighted with timber, and by Dutch and Baltic ships. Some ship-building yards, and a small dock for river craft, are situated between it and the river. At the south end it communicates with the UNION DOCK, covering a space of 2 acres, 3505 yards; and on the west side of this is

## THE COBOURG DOCK,

With a water space of 4 acres, 2198 yards, and appropriated exclusively to the accommodation of the Transatlantic and larger class of steamers. Some of these superb vessels are always to be found here; and should the stranger desire to inspect their internal arrangements, it is necessary he should obtain an order to that effect from the office in town, where the business of the vessel is transacted. The Union Dock is connected on the south with

## THE BRUNSWICK DOCK,

The largest of all the docks in the port, covering an area of 12

acres, 2744 yards, and solely occupied by vessels engaged in the timber trade. This dock also communicates with the Mersey by a basin of its own, and is furnished at the south end with a couple of Graving Docks, similarly constructed to those connected with the Clarence Dock. As at the north end, so it is at the south; for here also is the port to be still further extended by the addition of two new docks and two graving docks, having a water area of about 13 acres. With such extensive and continued additions, well may a celebrated foreigner state, that "Liverpool is still a young city, and has probably not yet availed herself of all the advantages of her position, and may yet rise to an importance far beyond that which it has yet reached." Some distance to the south, and out of the jurisdiction of the Trustees of the Dock Estate, are

## THE HARRINGTON DOCKS,

The property of a company of proprietors, for the formation of which company, and the building of the docks, an Act of Parliament was obtained in 1841. That part of the town east of Brunswick Dock is called Harrington. It was an estate formerly belonging to the Earl of Sefton, but now in the hands of the various proprietors of the buildings erected thereon. To the south of this is Toxteth Park, formerly a royal park, but afterwards belonging, first to the Earl of Derby, and then to the Earl of Sefton; by this latter nobleman, as in the former case, it has been disposed of to numerous purchasers, who have erected upon it a variety of buildings and suburban residences. From the rising ground upon which these villas are situated, fine views are obtained of the north of the town, with its numerous spires, its docks, and shipping; whilst on the west is the Mersey and the opposite Cheshire coast; and beyond, the lofty hills of Wales.

Having now reached the southernmost limits of the docks, we will return along Sefton Street. On the right of this street, a short distance up Warwick Street, is St. Thomas's Church, erected in the year 1841, and endowed by John Gladstone, Esq. a gentleman whose liberality we shall again have occasion to mention. The church contains about 1000 sittings; of which 100 are free for the use of seamen, and 50 reserved for old and

infirm poor persons. Continuing along Sefton Street, near to the end of Parliament Street, we find St. Barnabas' Church, a handsome red stone structure, in the early English or lancet style, having a beautiful tower and spire, 135 feet in height. This Church is a decided ornament to this part of the town; it was consecrated in 1841, and contains accommodation for a congregation of 1200. Near to it, in Flint Street, is the Southern and Toxteth Hospital, an institution for the purpose of dispensing medical assistance to the poor of the neighbourhood, as well as for the accommodation of in-door patients.

We must now proceed along Wapping, and, arriving at the Custom House a second time, thus close our Tour of the Docks. Dear Stranger, visit now your hostel; partake of your host's good cheer; and meet us again 'ere long: then will we pursue our path, and turn our attention to a Tour of the Town.

# THE TOWN.

"So long as frugal industry prevails,
And punctual honour guides her virtuous sons;
So long as innocence, and modest worth,
Enhance the native beauties of the Fair;
So long shall LEVERPOLIA's wealth increase
Her stately structures and extensive trade;
Still, in the bosom of her crowded port,
Receive the tribute of each foreign clime;
To every realm unfurl her swelling sails,
And be th' Emporium of the Western World."

TURN where you will in this town of Liverpool, and you are struck with the peculiarity of the place. Every thing savours of the shop; its trade is the commerce of the world; its customers, are the community of every clime. "Among the great cities of the world, of first or second rank," says Mr. Kohl, in his work on England, "there is no other so exclusively devoted to commerce. Every house in Liverpool is either a counting-house, a warehouse, a shop, or a house that, in one way or other, is either an instrument, or the result of trade. The great buildings and institutions of the town are either directly or indirectly serviceable to commerce, and the inhabitants are nearly to a man traders or the servants of traders."

The town of Liverpool, during the last half century, besides quintupling its population, has been more improved than any other town in England. Before that time, narrow, inconvenient, and ill-paved streets, lined with dull, heavy-looking houses, were its characteristic features; but so great is the alteration effected, chiefly through the exertions of the Corporation and the public spirit of the citizens, that at present no town or city in the three kingdoms, except their capitals, has wider or handsomer streets, more sumptuous public buildings, or better constructed and more substantial private dwellings. The corporation is alleged to have expended on improvements, between 1786 and the present time, a sum exceeding two millions.

Scarcely a corner can be turned, or a street traversed, without opening to the view one or more buildings devoted to some public purpose; and these, from the style of their architecture, rendered at once an ornament to the town, and more especially to their immediate neighbourhood. But as the whole are severally described in our various tours, and of easy reference by the table of contents, we shall here merely make mention of the Town Hall, as the seat of local government, and the Exchange Buildings and Custom House, as the abodes of commerce, as well as of the Railway Station, in Lime Street, and of the Assize Courts and St. George's Hall; the two latter form one extensive edifice, the Hall, for the convenience of public assemblages, &c., forming the centre, with one of the courts, placed at each end of the building. These, as a whole, form a series of buildings rarely to be equalled, and not to be excelled in any other town.

A few words relative to the shops of the town. Our visitor will find them fully on a par with those of the great metropolis; he will notice their exteriors exhibit every style and order of architecture, from the plain but neat Doric to the elaborate and costly Elizabethan. Some will attract his attention by the elegance of their simplicity, others by the lavish expenditure made in their decoration. The interiors, too, deserve their meed of praise; for often does their inward excellence even exceed their outward show. We must, in one instance, call attention to a novel but artistic method of decoration: it is adopted in the shop of Mr. Joseph Mayer, goldsmith and jeweller, Lord Street,

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CELLINI

and is that of introducing paintings in fresco—the first attempt of the kind, we believe, in this country. By the politeness of that gentleman, to whom belongs the merit of setting an example which it is hoped may be extensively followed, we are enabled to present engraved copies of these frescos. But on this head, more anon, when we describe that part of the town in which Mr. Mayer's establishment is situated.

Of this great commercial city, said the late Lord Erskine, in his happiest vein of eloquence: "If I were capable of painting in words the impression Liverpool made on my imagination, it would form a beautiful picture indeed! I had before often been at the principal sea-ports in this island; and, believing that, having seen Bristol, and those other towns that deservedly pass for great ones, I had seen every thing in this great nation of navigators on which a subject should pride himself, I own I was astonished and astounded, when, after passing a distant ferry, and ascending a hill, I was told by my guide, 'All you see spread out beneath you—that immense plain, which stands like another Venice upon the waters—which is intersected by those numerous docks—which glitters with those cheerful habitations of well-protected men—which is the busy seat of trade, and the gay scene of elegant amusements, growing out of its prosperity—where there is the most cheerful face of industry—where there are riches overflowing, and every thing that can delight a man who wishes to see the prosperity of a great community and a great empire,—all this has been created by the industry and well-disciplined management of a handful of men since you were a boy.' I must have been a stick or a stone, not to be affected by such a picture."

# TOUR OF THE TOWN.

## ROUTE FIRST.

WATERLOO PLACE—CHURCH ST.—SCHOOL LANE—PARADISE ST.—LORD ST.—JAMES ST.—FENWICK ST.—BRUNSWICK ST.—CASTLE ST.—EXCHANGE BUILDINGS—CHAPEL ST.—OLDHALL ST.—GREAT HOWARD ST.—PRUSSIA ST.—ST. PAUL'S SQUARE—EDMUND ST.—KEY ST.—MOORFIELDS—DALE ST.—MANCHESTER ST.—LIME ST.—HOTHAM ST.—ROE ST.—WILLIAMSON SQUARE—GREAT CHARLOTTE ST.—ELLIOTT ST.—CLAYTON SQUARE—CHURCH ST.

THE visitor having completed his survey of the docks and their immediate vicinity, he will now be anxious to inspect the various public buildings of the town. As the most convenient mode of imparting information to strangers, is to select a particular district to be perambulated, and describe the various objects on the way, we shall divide the town into three routes, and so arrange them that the whole length and breadth of the place may pass under view in a comparatively short space of time. WATERLOO PLACE, formed by the junction of Bold Street, Church Street, Ranelagh Street, and Hanover Street, from its central situation and the large number of hotels in its neighbourhood, will be found the most eligible place from which to start

on these tours. Commencing our research, we proceed into Church Street, and the first object that attracts our attention is the

ROYAL LIVER THEATRE,

A place of entertainment, that, in point of respectability, ranks next to the Theatre Royal. Its exterior has nothing in particular to recommend it to notice; but the interior is very pretty, and the generality of the entertainments are well got up. A little further down the same street is

THE ATHENÆUM,

An institution that has the merit of being the first of the kind established in the kingdom, and has given birth to similar ones in the metropolis and various provincial towns. The projector was Dr. Rutter, but its establishment was chiefly owing to the exertions of the celebrated Roscoe, who, to the end of his life, took a warm interest in its welfare. The ground floor is used as a news-room, and the first floor as a library; the latter contains an excellent collection of books amounting to 14,000 volumes, many being scarce and valuable. The institution consists of 500 proprietors, who pay a yearly subscription of two guineas and a half, and have the privilege of introducing a minor as a reader in the rooms. The building was completed in 1799, the cost of erection being £4,000. Advancing a few yards we have Post Office Place, so called from the Post Office being formerly there situated. Here are the

EXHIBITION ROOMS,

Occupied six months in every year by the Exhibition of the Works of Living Artists. This exhibition has been carried on with great activity and zeal by the President, Secretary, and Members of the Liverpool Academy, to whom the gratuitous use of the rooms are granted by the Corporation of Liverpool. For several years the annual sales, and the amount of subscriptions to an art-union for the disposal of the works of artists here exhibited, has been of sufficient importance to insure a display of British art, second only to those of the metropolis; thus affording to the resident as well as the visitor a gratifying source of amusement for a leisure hour. The exhibition opens early in August

and closes in December, when admission is granted daily from nine o'clock till dusk. It is also often shown by gas-light, and the rooms are always a fashionable and elegant promenade. Close by these rooms is HAUSBURG'S BAZAAR, to an inspection of which, the most unique and complete establishment of the kind in the kingdom, visitors in Liverpool are always invited, whether as purchasers, or parties in search of amusement. The public

have here an opportunity afforded them of seeing, under one roof, the labours of the most simple-minded and untaught peasant of the Tyrol, in his delicate carvings in wood, to the most minute and elegant pieces of mechanism that may be said to do all but think: the works of the self-opinionated Chinese and the humble Hindoo; fac-similes of the cups and vases of the long-past dwellers in Etruria, Herculaneum, and Pompeii; copies of the noblest works of Grecian sculpture, and of the finest bronzes of ancient Rome; with an innumerable supply of other articles, embracing both the useful and the ornamental; the whole being arranged within this immense establishment on the finest marble slabs and pedestals, with a degree of taste and care most creditable to the spirited and liberal proprietor. At a few yards distance, on the opposite side of the street, is COMPTON HOUSE, the

largest drapery establishment in Liverpool. When first opened in 1832, this establishment comprised only half a shop, but such has been its rapid growth, that three successive years have never since elapsed without considerable additions being rendered necessary, and it now occupies the space of eleven houses, and affords accommodation for business to the extent of 3,222 square yards. The front of the building facing Church Street is irregular, owing to the circumstance of house after house, each of unequal proportions, having been added to the original establishment; but the entrance in Basnett Street is most elaborately ornamented, and will bear comparison with any other in the kingdom. Four fluted three-quarter columns support a ponderous pediment; the caps and the architrave are enriched by all the resources of the Corinthian order; and the projecting roof above imparts a classic massiveness to the building. This entrance affords a brilliant view of the interior; and the latter vies with the exterior in elegance and architectural display. Visitors and even residents are at all times at liberty to pass through the establishment, whether they go there to purchase, or merely to inspect, and none can view the place without being pleased. Opposite Compton House, in Church Street, is

## ST. PETER'S CHURCH.

Until the year 1700, St. Nicholas', or the Old Church, was the only place of worship in Liverpool, it being a chapel-of-ease in the parish of Walton-on-the-Hill. In that year Liverpool was constituted a rectory, with two rectors; and in 1704, St. Peter's was erected for the parish church. The senior rector officiates here, and the junior rector at St. Nicholas; each assisted by two curates. The building is of an inferior Italian style, without elegance or taste. Internally it is spacious and substantial, with some good carving in oak round the communion table. There are two costly marble monuments, one at the east end of the church, and the other at the south side of the chancel; the former to William Lawley, Esq., of Staffordshire, and the latter to William Cunliffe, merchant. The tower, the upper part of which is octangular, contains a peal of ten good bells, by Mears, of London; also machinery for chimes, but its use has been dis-

continued. Daily service is performed here at eleven and three. Opposite the south-east corner of the churchyard stands

## THE BLUE COAT HOSPITAL,

The oldest charitable institution in Liverpool, and founded in 1709; it was formerly but a small building, under the title of the "Charity School," where forty boys and ten girls were educated and provided with clothes; and subsequently, as its utility was greatly impeded by the children residing with their parents, a subscription was commenced for the erection of a building of larger dimensions, in which the children should be received as inmates. The present building was completed in 1726, and has since been enlarged from time to time; so that now 250 boys and 100 girls are clothed, boarded, and educated in this excellent institution. In the centre is a large hall, and a staircase leading to a spacious room, used as a chapel, and containing an organ. On Sundays the children are here publicly catechised, at half-past four in the afternoon, and strangers will find this the best time for seeing the hospital; and it is, in every respect, deserving of a visit. The children, who, with few exceptions, are either fatherless or orphans, are received at the age of nine years, and at a proper time are apprenticed to trade and service. Keeping along School Lane to the bottom, at the corner of Paradise Street, is THE UNITARIAN CHAPEL, an octangular building, with a similar shaped lantern in the centre, the whole being encircled by an attic balustrade, with vases ornamenting each angle. The inside is well fitted up, and the gallery richly inlaid and veneered with beautiful woods; the pulpit has a flight of stairs, and is supported by six columns.

1617
HERIOT
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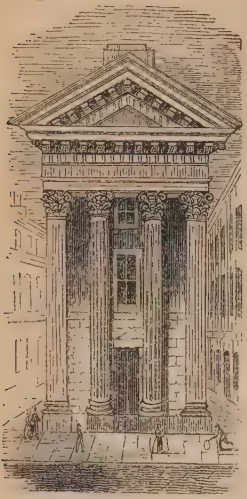
We now proceed along part of Paradise Street, and turn up Lord Street, one of our finest streets; its south side is always much admired on account of the size and uniformity of the houses and shops. Here is the shop of Mr. Mayer, goldsmith, of the internal decoration of which we before had occasion to make mention. The following is given as the history of the productions of which we then spoke:—Mr. Mayer, anxious to improve the appearance of the interior of his establishment, and at the same time desirous of gratifying his own taste, resolved on trying a new experiment; he therefore consulted the works exhibited in Westminster Hall, and selected Mr. Buss, as an artist likely to accomplish the object he had in view, that of showing what might be done, in interior decoration, on a loftier and worthier scale than had yet been attempted. In order that harmony might subsist between the subjects delineated and the trade with which they were associated, he determined on having portraits of Benvenuto Cellini and George Heriot, whose names are inseparably connected with the art to which his attention is devoted. These portraits were therefore painted on the wall by Mr. Buss; and are equally creditable to the taste and spirit of the projector, and the admitted abilities of the painter. On the left of Lord Street, in North John Street, is a handsome range of buildings called Eldon Chambers, in which the Courts of Bankruptcy are held. At the top of Lord Street is St. George's Crescent, occupied by shops. From this place we have, on the right, a fine view of Castle Street, terminated by the front of the Town Hall; and on the left is South Castle Street, with the Custom House at the bottom, the latter by its massive proportions giving a noble termination to the street. Before us stands

## ST. GEORGE'S CHURCH,

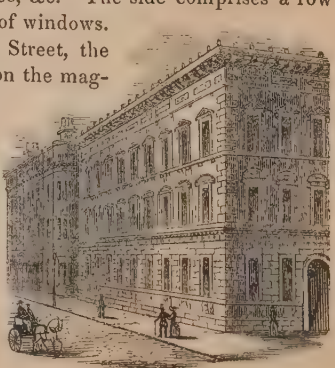
Originally erected at the commencement of the last century, but recently rebuilt under the superintendence of Mr. Foster. The steeple is elegant, the greater part being of an octangular form. The lower tiers of columns are of the Ionic, and the upper of the Corinthian order, and support a balustrade with a passage round. The spire springs from this balustrade, and ascends to a great height; its top formerly terminated with an ornamental

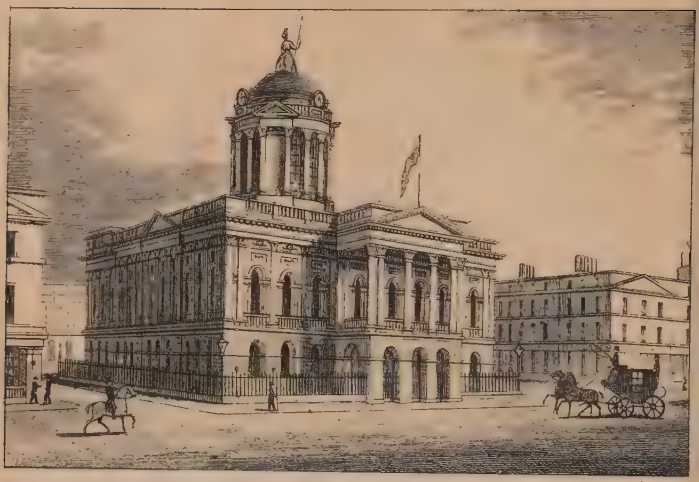
capital, bearing a vane, representing St. George encountering the dragon; but owing to its having been considerably bent in a high wind, these were removed, and the top built to a point. On the demise of the rectors, the clergymen of this church succeed them, and fresh ministers are formally elected. Underneath are vaults, in which are interred many who in lifetime ranked among the principal inhabitants of the town. On the chancel window is beautifully painted a representation of the crucifixion.



Opposite the church on the right hand side of James Street, is situated the North and South Wales Bank, one of the handsomest in the town, and evidently expressly designed with a view of filling up effectively the small space on which it stands. The entrance front consists of a Corinthian portico, the columns being disengaged from the wall and set upon pedestals, and the whole surmounted by a pediment with rich cornice, &c. The side comprises a row of six pilasters and three tiers of windows.

Proceeding along Fenwick Street, the visitor will view with admiration the magnificent style in which some of the merchants' offices are built: lofty piles of elegant structures are raised on either side, one building seeming to vie with the other as to which shall merit the palm of precedence in architectural grandeur and display. Most prominent of all is Brunswick Buildings, situated at the corner of the street bearing the same name. Not only is





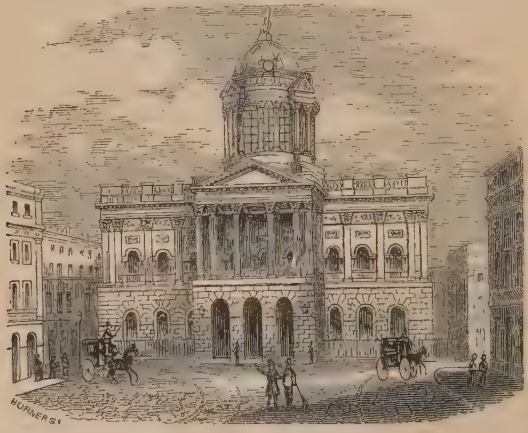
THE TOWN HALL.

this building beautiful as a work of architecture, but it is strikingly convenient, and, we may add, elegant, in its adaptation to the business purposes for which it is intended. The interior court is well worthy of inspection; here is a mixture of the grand and beautiful, and it would require no great stretch of the imagination to fancy one's-self in the centre of an elegant Italian quadrangle. The various stories are reached by handsome stone staircases, and at each story is a gallery surrounding the interior and looking into the court-yard; the whole is covered in with glass in a design of great taste, elegance, and novelty. Adjoining Brunswick Buildings is the CORN EXCHANGE, the general meeting place of the corn-merchants, and erected in 1807, at a cost of about £10,000, raised by the disposal of £100 shares. It has a stone front, with large iron gates, and is of plain Grecian architecture. A little higher, on the opposite side of the street, is the UNION BANK, a small but handsome edifice. The front has two chaste Ionic columns, upon a high plinth, surmounted by a pediment, in which are some admirable carvings; whilst the frieze that surrounds the edifice is ornamented by handsome carvings of flowers, honeysuckles, &c. At the top of the street we enter Castle Street, which derives its name from the ancient castle formerly occupying the present site of St. George's church. This street, though short, is noble looking and spacious. At the north end, to the left, is Water Street, where are numerous offices belonging to the various steam packet companies. Facing Castle Street is

## THE TOWN HALL,

A magnificent Grecian structure, of which the foundation stone was laid in 1749, and the building erected from the designs of the late Mr. Wood, of Bath. The interior, being destroyed by fire, in the year 1795, was then rebuilt in its present beautiful style. The building may be inspected gratuitously on applying at the western entrance, and the visitor is accompanied by an attendant, paid by the town council for that purpose. The principal entrance is from the south side, and leads to the grand staircase,—opening out upon a suit of apartments, enriched with architectural ornaments executed in scagliola marble, and arched

ceilings in panelled compartments. From the centre of the building rises a stately dome, supported by Corinthian columns, and surrounded by an open gallery, commanding an extensive panoramic view; on the summit stands a splendid national figure of Britannia. The saloon, drawing-rooms, ball-rooms, banqueting-room, and refectory, are furnished in the most appropriate and costly style; and the *tout ensemble* exhibits an assemblage of objects of taste and splendour worthy of the importance and




intelligence of the place. What a sight when the whole suite is brilliantly lighted up, the body-corporate met for the banquet, and the "good hour" arrived in which it may be said that

> "The tables they groan with the weight of the feast,
> And the revelry now has begun!"

When saloons, and drawing-rooms, and ball-rooms, are all pressed by the feet of bright and beautiful creatures, expending the wealth of their inventive minds and exuberant spirits on the enchantment of an hour! The inside of the dome, when viewed from the staircase, excites universal admiration. In consequence of its being illuminated by lateral lights, its beauty and effect are much more striking. The height from the pavement to the centre of the dome is 106 feet, and the whole executed in the

purest style of Grecian architecture. On the first landing of the grand staircase stands the admirable marble statue of George Canning, from the chisel of the celebrated Chantry. The figure is larger than life, and is represented in a most graceful and dignified attitude. The likeness is said to be very accurate; strong intellectual powers and great animation are finely depicted in the countenance. In the saloon are portraits of George III., by Sir Thomas Lawrence; of George IV., when Prince of Wales, by Hopner; of the Duke of York, by Phillips; and one of the late King, when Duke of Clarence, by Sir M. A. Shee. The basement contains a kitchen and other offices; and the ground story, committee rooms, and various other rooms and offices in which are transacted the business of the Corporation. It should be mentioned that the interior was rebuilt under the direction of the late John Foster, Esq., and the expense of the improvements then made, including the furniture, was £110,000. A few yards from the Town Hall, in Dale Street, is

THE ROYAL BANK BUILDINGS,

With an exterior of the Corinthian order, and of extreme richness and luxuriance; having a profusion of complicated carvings, mouldings, and details. The top is surmounted by a balustrade, with the royal arms in the centre, sculptured in stone. The bank is placed at the end of an area; the front and sides being occupied as merchants' offices and sale-rooms. In Dale Street are several first class hotels, some of them having very elegant exteriors. This street was formerly the grand starting place of the various coaches; and when this mode of conveyance

was in its zenith, multitudes might be seen here in the course of the day; but now, how times are altered—how steam has changed the scene! for, instead of witnessing the stately train of coaches, with their prancing four-in-hand, nothing in the shape of a conveyance is now visible but the hackney-coach or convenient but unsightly omnibus!

The north end of the Town Hall forms one side of a grand square, the other three sides being bounded by the

## EXCHANGE BUILDINGS.

The first stone of these was laid in 1803, and the whole were built from the designs of the late Mr. Foster. The edifice occupies three sides of a square, and has three interior façades; two of which, on the east and west sides, are surmounted by a range of columns with Corinthian capitals, supporting a massy cornice and balustrade, and covering arched piazzas of fifteen feet in width, extending along each of the façades. The north side offers a projected centre, with a portico of duplicated columns, through which the road passes out of the quadrangle into the adjoining street. Surmounting the columns is an entablature, supporting four sculptured figures of the elements, and corresponding with emblematic figures representing the four quarters of the world, placed on the Town Hall, which building forms the south side of the square. In the east wing of the building is a spacious news-room, and a corresponding room immediately above it is appropriated to the use of the underwriters. In the centre of the extensive area formed by these buildings is placed

## LORD NELSON'S MONUMENT.

This tribute to the memory of one of England's noblest heroes, was modelled and cast from the designs of Matthew Charles Wyatt, by the celebrated Westmacott. It was erected in the year 1812, at an expense of £9000, raised by public subscription, and the bronze consumed in its construction alone weighs twenty-two tons. It is thus happily described by the celebrated Roscoe:—"On a basement of Westmoreland marble stands a circular pedestal of the same material, and peculiarly suitable in colour to the group which it supports. At the base of the pedestal

are four emblematic figures, of heroic size, in the character of captives, or vanquished enemies, in allusion to Lord Nelson's signal victories. The spaces between these figures, on the sides of the pedestal, are filled by four grand bas-reliefs, executed in bronze, representing some of the great naval actions in which the immortal Nelson was engaged. The rest of the pedestal is richly decorated with lions' heads and festoons of laurel; and in a moulding round the upper part of it, is inscribed, in letters of brass, pursuant to the resolution of the general meeting, that most impressive charge delivered by this illustrious commander, previous to the commencement of his battle off Trafalgar,—'*England expects every man to do his duty.*' The figures constituting the principal design, are Nelson, Victory, and Death; his country mourning for her loss, and her navy eager to avenge it, naturally claim a place in the group. The principal figure is the Admiral, resting one foot on a conquered enemy, and the other on a cannon. With an eye stedfast and upraised to Victory, he is receiving from her a fourth naval crown upon his sword; which, to indicate the loss of his right arm, is held in his left hand. The maimed limb is concealed by the enemy's flag, which Victory is lowering to him, and under the folds of which Death lies in ambush for his victim; intimating, that he received the reward of his valour and the stroke of death at the same moment. By the figure of an exasperated British seaman, is represented the zeal of the navy to wreak vengeance on the enemies who robbed it of its most gallant leader. Britannia, with laurels in her hand, and leaning, regardless of them, on her spear and shield, describes the feelings of the country fluctuating between the pride and the anguish of a triumph so dearly purchased, but relying for security on her own resources." The whole is protected by a neat iron railing.

Behind the west wing of the Exchange Buildings, is situated the Bridewell, where prisoners are confined prior to their examination and committal by the stipendiary magistrate; and opposite it is

### THE SESSIONS HOUSE,

A stone building, in a plain Grecian style of architecture. The entrance to the Crown Court is at the south, and the Nisi Prius

at the north end. These rooms are well lighted from domes, and are appropriately fitted up for the accommodation of the judges, barristers, jurors, and other officers of the court; and a part is apportioned to the use of spectators. The quarterly Borough and daily Petty Sessions are held here; also the Assizes for the southern division of Lancashire; but for these latter, an extensive building is now in course of erection in Lime Street. The Sessions House was erected by the Corporation, in the year 1828, and cost, exclusive of the expenses for alterations which have been subsequently made to render it more commodious for the Assizes, about the sum of £19,300. We now proceed up Chapel Street, until we come to the back of the Exchange Buildings; opposite to this is Oldhall Street, along which we now turn. First, let us notice the handsome pile of merchants' offices placed at the corner. The style of architecture adopted is the Roman, with, on each façade, an attached pilastrade of the Corinthian order, from the temple of Jupiter Stator. After viewing the buildings in Fenwick Street, and again these in Chapel Street, well may it be said that "our merchants are princes," when they require palaces like these wherein to perform their daily work. But right onwards we must go; and after walking some five hundred yards, we shall find on our right,

## THE NORTHERN HOSPITAL,

A large building in the vicinity was formerly appropriated to the use of this humane institution, but being found much too small, the present edifice was erected upon ground given to the trustees by the Town Council. The style is in the domestic architecture of the Tudor period, and its bold turrets, lofty gables, and projecting windows, not only have a very imposing effect, but give a variety of light and cheerfulness to the interior, of which few other styles would admit. In the interior are the various wards, bath-rooms, store-rooms, &c., always found in similar institutions; and it is on the whole one of the best arranged, most convenient, and most comfortable of its kind in the kingdom, reflecting great honour upon the managing committee, and great credit to the architect, Mr. Welch. The town is greatly indebted for this magnificent edifice to the untiring activity and zeal of R. B.

Anderson, Esq., the vice-president of the institution, who for many years has devoted almost his entire time to the promotion of this noble cause of suffering humanity. A few yards further stands

THE BOROUGH GAOL,

A brick building, surrounded by a high and strong stone wall. It is an extensive, airy, and well constructed fabric, built on the plan of the philanthropic Howard, and for some years was used as a receptacle for French prisoners, but is at present chiefly occupied by minor offenders. Retracing our steps, about half way towards the Exchange we turn up one of the streets to the left, and enter St. Paul's Square, where we find

ST. PAUL'S CHURCH,

A pigmy resemblance of its giant metropolitan namesake. The consecration of this church took place in 1769. On the south, west, and north sides, are flights of steps leading to the several entrances. The west front is very bold, with a large projecting portico, supported by four stately Ionic pillars; whilst on the north and south are similar pediments, supported by three-quarter columns; and at the top a number of plain vases, and a range of balustrades. A dome, supported by eight large Ionic pillars, rises upon an octangular base, and has, on the centre, a lantern, surmounted by a large gilt ball and cross. There are five services here on a Sunday, two of which are performed in the Welsh language. In a house at the north-east corner of St. Paul's Square, the well-known Legh Richmond was born. A few yards to the south of the square is Edmund Street, into which we now pass, and, at the top, find a new and elegant edifice :—

## ST. MARY'S CATHOLIC CHURCH

Is a structure which reflects the highest credit on the taste and judgment of the architect, A. Welby Pugin, Esq. It cost in erection about £14,000, and replaces an old and very inconvenient chapel lately standing on its site. The church is erected in the style of the early part of the fourteenth century, and altogether has a splendid and solemn appearance. It consists of a nave and two aisles, with a Ladye chapel at the north-east end, a tower at the south-west angle, and a chancel of the same width as the nave, separated by an open wood screen and two lateral screens. Owing to the very confined locality of the ground, and the great internal accommodation that is required, the plan of the church was constructed as a parallelogram, without any external break or projection; by which arrangement every foot of the ground is made available. The west front, towards Edmund Street, consists of a lofty gable, with a rich tracery window of seven lights, and a tower which will be carried up to the height of about one hundred and twenty feet, and then surmounted by a stone spire, springing from four angle turrets. At the west end of the north aisle is the baptistry, screened off by open tracery work; the font is placed on a raised quadrangular flight of steps, ascended from the four sides; in the angles, are pedestals to receive the stanchions supporting the cover or canopy. The nave and aisles are filled with low open benches, with carved panels in the ends, similar to many ancient examples still remaining in the old English churches. The stone pulpit, admirably executed in Caen stone, is fixed against the fourth pillar, on the gospel side. It consists of an octagon shaft and base, corbelled out with foliage work; on four of the panels are the emblems of the four evangelists, sculptured in high relief. The chancel is paved with enamelled encaustic tiles, and the roof is ceiled in panels richly decorated with gilding and painting, representing sacred monogram stars, vine leaves, and other devices. On the epistle side are the sedelia, consisting of three canopied recesses, divided by pinnacles: in each division is a carved quatrefoil. The high altar is worked in Caen stone, with a top of white marble. The front is divided into compartments,

each containing an angel bearing a sacred emblem. The great east window is filled up with stained glass, representing the whole life of the Blessed Virgin in fourteen compartments, surmounted by canopies. The Ladye Chapel is at the east end of the north aisle, separated by an open screen. This building, although exceedingly simple in its architecture, is susceptible of great enrichment. The organ-loft, in which a small organ is fitted up temporarily, is in the tower; and a small gallery for chanting extends across the western end of the nave. There is no gallery in the church, but it will accommodate from fifteen hundred to two thousand persons; and a great portion of it is reserved for the use of the poor.

We will now pass along Lumber Street, cross Tithebarn Street, and, inclining a little to the left, enter Moorfields. At the opposite end of this street we again reach Dale Street, and turn our steps to the left. A short distance down the street, we pass a neat stone building, surmounted by a figure of the Liver, before mentioned as the corporation crest; here are the offices of the old gas company; opposite to them is Manchester Street, along which we proceed, and shortly have, on rising ground, before us,

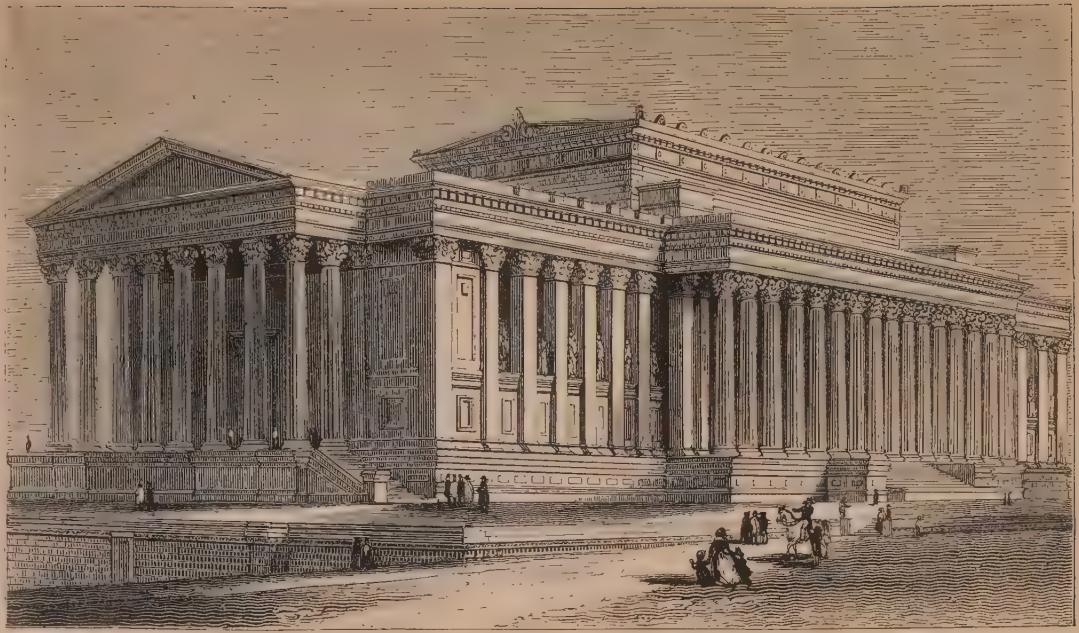
ST. JOHN'S CHURCH.

This edifice was erected in the year 1784. Not a century and a half ago, the land it now occupies was an open heath, on which hedges were once ordered to be planted, whereon the townspeople might dry their clothes. Five windows in the attic, and five in the basement, light each side of the church; and large vases and pinnacles ornament the body. The tower is one hundred and twenty-three feet high, rectangular, and surmounted by a number of small pinnacles. Close to the church stands one of our leading lions,

## THE ASSIZE COURTS AND ST. GEORGE'S HALL.

It was originally intended that these should form two separate structures, both contiguous on the same plot of ground. A site for the purpose being given by the corporation, premiums were offered for designs for the Hall, and, shortly afterwards, for the Assize Courts; and in both competitions, the first of seventy-five, and the second of eighty-six, candidates, the successful competitor was H. Lonsdale Elmes, Esq. The original plan, however, was subsequently abandoned, as, according to it, one building must have been overlapped by the other. Mr. Elmes was, therefore, instructed to re-model his plans; when it was finally determined to unite the two into a single pile; and, so altered, his design was finally approved of by the town council in May, 1841; and the foundations shortly after commenced.

The order adopted is Corinthian, continued throughout, and arranged so as to produce a very rich *polystyle* composition, possessing more than an ordinary degree of variety and contrast. The eastern façade, or the longer side of the building, is 420 feet, or only 38 feet less than that of the National Gallery, but much loftier, the columns being 45 feet high, and 4 feet 6 inches in diameter. The south front, which, owing to the great fall of the ground at the end of the site (about 16 feet), has the appearance of being raised upon a terrace, and thereby acquires both additional dignity and picturesque effect, consists chiefly of an octostyle, monoprostyle portico, recessed within so as to make its entire depth 24 feet. The columns are raised upon a stylobate 10 feet high, and continued along the other fronts, and the height from the ground-line to the apex of the pediment is 95 feet, which is only six or seven feet less than that of the dome of the National Gallery. This front alone would constitute an imposing piece of architecture, and is upon a scale greatly surpassing anything of the kind yet erected in the metropolis; yet it appears little more than a subordinate portion of the whole, when compared with the eastern façade. Independently of its beauties of design this latter has the merit of clearly expressing the general internal arrangement of the plan: the advanced colonnade in the centre is 200 feet in length, and, being recessed,



THE ASSIZE COURTS AND ST. GEORGE'S HALL.

forms within an ample sheltered ambulatory, 26 feet in depth; this corresponds with St. George's Hall, which comes in between the two Assize Courts, and defines itself externally in the composition by being carried up higher than the rest. This division of the front consists of fifteen intercolumns, and the one on either side of it five more. The architect has placed here square pillars, between which an ornamental screen is carried up below, while the upper part of their shafts is insulated; thus a double contrast is produced, first between the columns and the square pillars, next in respect to the closed and open spaces between the latter. The north front presents a projecting hemicycle, in which the order is continued in attached columns; a very agreeable variety is thus produced, and the view of the building from the north-east differs considerably from that from the south-east. The northern portion of the plan forms a concert room, capable of accommodating 1200 auditors, and it makes the entire extent, from north to south, including the steps leading up to the south portico, 500 feet. Taking into account its unusual altitude, this structure, in point of magnitude alone, has very few rivals in the kingdom.

As regards the interior, St. George's Hall, measuring 169 by 75 feet, and 75 feet high, is further extended along the upper part of its sides by a series of recesses 13 feet deep, apparently obtained out of the thickness of the walls, but in reality coming over the corridors which surround this part of the interior, and both separate it from, and connect it with, the two Law Courts. On the west side of the hall the light is admitted laterally through windows within those recesses, and on the opposite one through small domes, one in each recess. During the assizes this spacious hall will be opened to the public as the approach to both the courts. At other times it will be appropriated, at the discretion of the council, to public or private meetings. The two courts are lighted from above, and are similar in size, viz., 60 feet by 50, and 45 feet high; the concert-room, at the north end of the building, is semicircular in form, being 75 feet from east to west, and of the same extent in the other direction, measured through the spacious hemicycle on its north side. The other principal apartments are also of large dimensions, and consist of a Vice-Chancellor's Court, Sheriff's Jury Court,

Grand Jury Room, Entrance Halls, Barristers' Library, &c.: there is also a vaulted kitchen, with two immense fire-ranges, and two large adjoining scullerics. It is proposed to heat and ventilate the entire building upon Dr. Reid's plan, the arrangement being such, that, if necessary, the whole effect of the appaparatus can be directed to any one apartment.

A marble statue of George Stephenson, the father of railways, is to be placed in St. George's Hall at the expense of the Grand Junction Railway. An organ is also to be erected in the hall, at a cost of £7,000, and it is anticipated that it will be one of the finest in the world. The supply of wind for the instrument will be obtained by steam power, and thus the labours of three men, who would otherwise be required to blow the bellows, will be entirely dispensed with. Opposite this magnificent structure is

## THE RAILWAY STATION,

With a noble façade of solid stone, rich in columns and in handsome gateways, and fit to compare with the triumphal arches of the cities of the south. It was erected in 1837, by the Liverpool and Manchester Railway Company, a company that has latterly merged into that of the Grand Junction, both railways being now amalgamated, and the latter name adopted. The front, costing in its erection £7,000, is built of stone, and is richly ornamented with thirty-six three-quarter columns of the Corinthian order, and has four large arched entrances, for the admittance of omnibuses, coaches, &c. On the arrival of a train, what a din is here! Passengers projecting themselves from the snug enclosure of their carriages, right glad to meet again the *terra firma* of the ample esplanade. The parting nods, and hearty farewells of newly-made friends, with many a lingering look and furtive glance; passing porters and descending packages, and a host of carmen, cabmen, and omnibus drivers, with sundry mercantile peripatetics, vociferating their invitations. A magnificent tunnel, measuring 2,230 yards in length, 25 yards in width, and 17 yards in height, extends from these offices to Edge Hill. The carriages are drawn up this tunnel by means of ropes and fixed engines stationed at the latter place; the passage occupies about five minutes. Lamps are appended to the various carriages, and as the

RAILWAY STATION.

ST. JAMES' CEMETERY

tunnel passes underneath the streets of the town, these are severally indicated as they are reached, by inscriptions traced upon the walls. A lurid and spectral glare diffuses itself throughout this vault, which has not unaptly been compared to the cave of the Bœotian architect, from which many a timid traveller has emerged pale and dejected as the suppliants from that celebrated oracle. But still, how pleasant it is to glide along the railway with the swiftness of an arrow, and so smoothly as to be almost unconscious of any motion, compared with the old mode of stage-coach travelling, when we were slowly and joltingly conveyed along the stony roads, and received a check at the approach to every hill. Alas! where now is coachey? His "occupation's gone!" in his tour through life nobody now asks him to have a dram! the box seat hath now no charms; the musical cracking of his whip, and his admonitory "ya hip," have unceremoniously been driven off the road, giving place to the screaming of the fiery steed as it puffs along its prescribed path!

Turning up one of the streets, on either side of the Railway Station, we have behind it

### THE CHURCH FOR THE BLIND,

A beautiful edifice built of stone, in the purest style of Grecian architecture, and indebted for its elegance to the talent of its architect, Mr. Foster. The fine portico at the west end is a faithful copy of that belonging to the Temple of Jupiter Panhellenius, in the island of Egina; which latter is one of the earliest specimens of Grecian architecture, and the only remains of that era at present existing. The interior of the church exhibits a neatness of arrangement that consists well with the noble simplicity of the exterior. At the east end is a well painted window representing the Ascension; and behind the reading desk, on the right, is a fine painting, by Hilton, of "Christ restoring the Blind to sight," and, on the left, one by Haydon, illustrative of the passage "Suffer little children to come unto me." Here is also a beautiful monument in white marble, by Gibson, to the memory of the late Pudsey Dawson, Esq., an early and warm patron of this benevolent establishment. There are no galleries in this church, with the exception of a small one at the west end for the use of

the singers, who are pupils in the School for the Blind; between which place and the church there is a subterraneous communication. A small gratuity, in support of the institution, is expected on entering, from such of the congregation as are not seat holders. In Nelson Street, on the north side of the church, is the Nelson Concert Hall, used for musical entertainments and public meetings; and on the opposite side in Gloucester Street, is St. Simon's Church, a plain stuccoed building; also a little to the north, in Hotham Street, is Bethesda Chapel, belonging to the New Connexion Methodists, and having a stuccoed front, relieved by a portico of four Doric columns. Opposite this latter is

## THE SCHOOL FOR THE BLIND,

One of the most graceful evidences of Liverpool benevolence. The building is plain and neat, with a stone front, and comprises sale rooms, refectories, dormitories, workshops, &c. This institution was formed in 1791; and the present edifice, erected in 1800, is capable of containing considerably more than a hundred inmates. The pupils are principally taught various handicraft arts. Some are instructed in music, to qualify them for organists, and are familiarised with a new method of teaching music to others; and such has been the proficiency to which they have attained, that a considerable number have been pronounced competent to that office. Religious and moral tuition is sedulously afforded to them; and every domestic comfort is provided for in the excellent arrangement of the institution. It is true that each blind one might say—

> "Seasons return, but not to me returns
> Day, or the sweet approach of eve or morn,
> Or sight of vernal bloom."

But Providence seems kindly to have compensated them for the loss of one sense, by increased activity and power in those remaining; for a more happy, merry, chattering crew can scarcely be seen than this blind family of the Liverpool Asylum. Pupils are admitted of every distinction, of place and sect, from all parts of Great Britain. Persons, whether strangers or otherwise, are admitted every day, Sundays excepted, by a subscriber's ticket,

or by purchasing any of the articles offered for sale in the room. Tuesdays and Fridays are public days, on which selections of sacred music are performed between the hours of two and three in the afternoon.

Returning to the Railway Station, from thence, we proceed down Roe Street (opposite the south front of the Assize Courts), and crossing Queen Square, we have, on the right, a small but neat stone building, with a portico, on which is inscribed "FISH HALL," thus designating the purpose for which it is used. A few yards further, at the corner of Williamson Square, is

## THE THEATRE ROYAL.

This temple of the drama, was first opened in the year 1772, but since then it has been much improved and greatly enlarged. The front is semi-circular, and composed of stone, with ornaments of the royal arms, and various emblematical figures in bas-relief. The interior is fitted up in most splendid style, and is light and exceedingly rich, without being in the least tawdry. The stage is spacious, and its construction well adapted to convey the sound to every part of the house. This theatre is open nearly the whole of the year, and is noted for its excellent company of performers, and much praise is due to the management for the liberal manner in which it is conducted, and the stranger will generally be well entertained when his evening is spent within its walls.

Retracing our steps to Queen Square, at the entrance to Great Charlotte Street, we find

## THE ROYAL AMPHITHEATRE,

A good-looking and very spacious building, with a neat stuccoed front. It is appropriated for the purpose of equestrian, melo-dramatic, and pantomimic exhibitions, though at times the higher range of dramatic performances are introduced. The stage is movable, and the circle for the horsemanship is so situated that the audience are enabled to witness the performances in it with ease and comfort from all parts of the house. This theatre is a favourite arena for public meetings, and can, on such occasions, contain an audience of 5000 persons. Adjoining is the FISH MARKET, an elegant and commodious building, with stone front,

and furnished in the interior with marble slabs, upon which the fish are exposed for sale. The present building was opened in 1837, prior to which fish was sold in the adjoining market, where we shall now proceed.

## ST. JOHN'S MARKET

Is a place which never fails to excite the admiration of all strangers. The building is of brick, with entrances and cornices of stone, and was erected by the Corporation during the years

1820-22, at an expense of £36,813. It is the eighth of a mile in length, 45 yards wide, and is lighted with 136 windows. A handsome roof is thrown over the whole, supported by four ranges of cast iron pillars, which form five spacious longitudinal avenues, divided into stalls as neat and regular as a London bazaar. The walls of the building are lined with shops, fifty-eight in number, and at night the place is brilliantly illuminated by 144 gas lights. The floor is well flagged, and constantly kept washed and swept. On entering the interior the spectator is amazed at the immense size of the structure, its loftiness, lightness, and airiness: and these, with the fair faces and rich dresses that are to be seen there on market mornings; the luscious display of fruits; the beautiful bunches of flowers of every kind, spreading around

a delightful perfume; with the coolness and shadiness of the place, and the clean appearance of the market-women, render it, though but a market, a place where a stranger may well spend an hour's stroll. This place has been compared, by a very *lively* writer, to a "magnified bee-hive, filled with the murmur of a thousand voices under one roof, all eagerly engaged in buying, selling, scolding, gossipping, and quarrelling." Opposite the south end of this market, is another of much smaller dimensions, called the PEDLARS' MARKET, originally erected for a fish market, but being found too small, and not sufficiently ventilated for that purpose, it was appropriated to the use of dealers in small-wares of various descriptions. It is a great convenience to the town, as it prevents the sides of the streets leading to the markets being monopolised, as they formerly were, by the stores of a great number of small-ware dealers. A little down Elliott Street, we come to CLAYTON SQUARE, chiefly occupied by some of the principal hotels, and having in the centre a stand for hackney coaches. Crossing the square, and traversing a short street, we again arrive in Church Street, a short distance from Waterloo Place, our starting point, and thus complete the first route of our tour of the town.

# TOUR OF THE TOWN.

## ROUTE SECOND.

WATERLOO PLACE—BOLD ST.—COLQUITT ST.—SEEL ST.—BERRY ST.—UPPER DUKE ST.—ST. JAMES' CEMETERY—ST. JAMES' WALK—HOPE ST.—MOUNT ST.—FALKNER ST.—MULBERRY ST.—MYRTLE ST.—HARDMAN ST.—RODNEY ST.—MOUNT PLEASANT—CAMBRIDGE ST.—ABERCROMBY SQUARE—OXFORD ST.—GROVE ST.—FALKNER SQUARE—CANNING ST.—CATHERINE ST.—UPPER PARLIAMENT ST.—WINDSOR ST.—STANHOPE ST.—CHESTER ST.—PARK PLACE—PARK ROAD—ST. JAMES' PLACE—UPPER PITT ST.—GREAT GEORGE'S SQUARE—PITT ST.—CLEVELAND SQUARE—KENT ST.—DUKE ST.—HANOVER ST.

THIS route comprises nearly the whole of the eastern and southern parts of the town; in which districts, the various public edifices to be found, are those devoted to religious, educational, and charitable purposes. The whole of the commercial buildings have now passed under review, being comprised in the last route, and in the tour of the docks; the demands of commerce requiring their being situated in the neighbourhood of the shipping. Commencing, as in our last route, at WATERLOO PLACE, the first object claiming our attention is

### THE LYCÆUM,

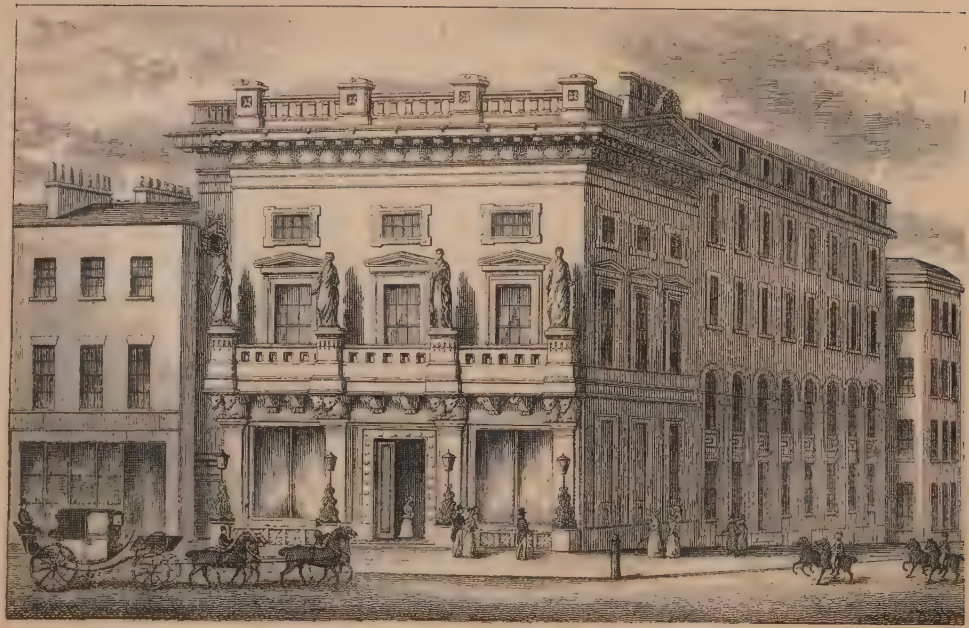
Situated on the east side of this place, comprising a news-

room and library, and deriving its name from the Lycæum at Athens, the celebrated academy in which Aristotle expounded his philosophy. The end, facing Church Street, is decorated by four columns of the Ionic order, with corresponding entablature, and contains the spacious news-room. The entrance front in Bold Street comprises a fine portico, supported by six large Ionic pillars. The building was erected in 1802, by public subscription, from the design of Mr. Harrison, of Chester, at a cost of £11,000, and is the property of 600 proprietors for the news-room, and 800 for the library. The annual subscription to each department is one guinea. The library, consisting of 30,000 volumes, is circular; the room is lighted by an elegant dome, and is surrounded by a gallery, in which is placed a portrait of the first librarian of the institution. A lecture-room and committee-room occupy the remaining portion of the building. Adjoining the Lycæum is the ROTUNDA, formerly used for the exhibition of panoramic paintings; but now as a billiard-room, for the accommodation of a select number of proprietors. A little further, on the same side, we pass the PALATINE CLUB-HOUSE, conducted in a similar manner to the London clubs, and well supported by the wealthy inhabitants of the town. Proceeding up Bold Street, the stranger will admire the elegance of the shops, and readily acknowledge that this is the "Regent Street" of Liverpool. If the day be fine, and the sky cloudless, a numerous array of beauty and fashion will here be found—the street forming a magnificent promenade; and no one, after being a spectator of the scene, can for a moment doubt the applicability of the soubriquet of "The Lancashire Witches," given to the fair ladies of the district. Midway up Bold Street, on the right, is the MUSIC HALL, a plain building, generally used for public meetings. Though originally built for the purpose, musical entertainments

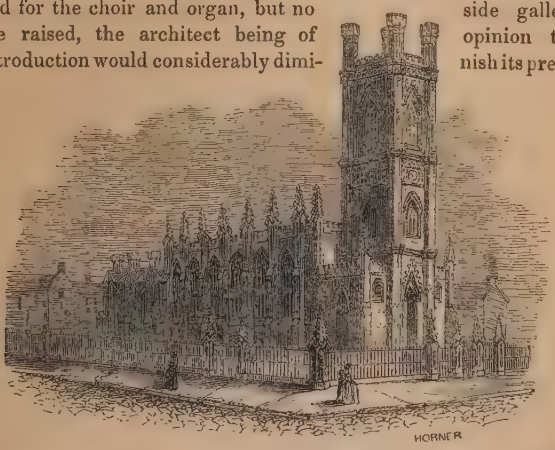
are now rarely given within its walls, the room being destitute of that important requisite, the conveyance of sound. A little higher, on the same side, is Slater Street, in which stands the Charitable Institution House, built at the joint expense of John Gladstone, James Cropper, and Samuel Hope, Esquires, for the free use of the various charitable societies of the town for the holding of their meetings. On the opposite side of Bold street, is Newington, where we find the Arcade, of which that part on the left, and extending to Lawton Street, is called the Old Arcade. It was intended to have been continued on the right, on a more commodious and extensive scale, as far as Leece Street; but in consequence of the unprofitableness of the speculation, a few shops only have been erected at the upper end. Here is also a neat room for the holding of lectures, concerts, &c., called The Portico. Returning to Bold Street, a little higher on the left, we pass a Chapel, used by the Seceders from the Scotch Kirk, in Rodney Street; it is scarcely observable from the street, the ground-floor being occupied as shops. Further up the street, on the same side, is the Savings' Bank, a neat, stone fronted building, and continuing our walk, we have before us

## ST. LUKE'S CHURCH,

With its steeple, forming a beautiful termination to the view up Bold Street. The first stone of this splendid edifice was laid by James Drinkwater, Esq., during his mayoralty in the year 1811; but in consequence of the frequent interruptions in the course of erection, its progress was slow; and it was not till January, 1831, that it was finished and consecrated for public worship. The church was built by the Corporation, at the cost of £44,110, from designs by John Foster, Esq., who adopted the Anglo-Gothic, or pointed style; and the building is one of the most exquisitely beautiful and picturesque of its kind. It consists of a nave, chancel, and tower; the details of the exterior are exceedingly good, and the windows, battlements, buttresses, pinnacles, &c., unexceptionable; these, with the admirable tone of colour in the stone, produce a fine effect. The ground on which the church is built being of unequal height, the architect, by way of obtaining a level, has constructed a large and handsome flight of steps



at the approach to the tower, the elevation adding greatly to its elegance and importance. The interior is very much admired, and is worthy of inspection. It has a small gallery at the west end for the choir and organ, but no side galleries are raised, the architect being of opinion their introduction would considerably diminish its present




beauty. The windows are embellished with stained glass of various designs, and with the armorial devices of gentlemen, who, at the time of the completion of the church, were members of the Council. The pillars to the various gates, and the railings encircling the churchyard, are quite in unison with the architecture of the edifice. Retracing our steps a short distance down Bold Street, opposite the Savings' Bank, we enter Colquitt Street, on the right of which stands

## THE APOTHECARIES' HALL,

A building of recent erection, and the property of a Joint Stock Company. The external appearance of the building is striking: its principal front, facing Colquitt Street, being of beautiful stone, and having two bold projections—one near the top, the other over the first story. On the latter, supported by eight kneeling bulls, arranged in pairs at equal distances, stand the figures of Galen, Hippocrates, Esculapius, and Hygeia. The

interior of the building is commodious and handsome; the spacious hall being ornamented by a richly worked ceiling, supported by eight fluted and two plain pillars of the Corinthian order. Further on, this street is intersected by Seel Street, a short way down which is St. Peter's Roman Catholic Chapel, a plain but commodious and well-attended brick edifice. Opposite the chapel are some extensive steam saw-mills. At the corner of Colquitt Street and Seel Street is

## THE ROYAL INSTITUTION,

An establishment projected in 1814, by a few of the leading characters in the town, who associated together and proposed raising a fund, by subscription, sufficient to erect and to support an institution destined to disseminate a taste for literary and scientific information among the inhabitants. In a very short time a fund of £20,200 was raised, in shares of £100 and £50 each. A committee was then formed for the purchase of land, or a building suitable for the purpose; and the present, which had been erected as a residence, by Thomas Parr, Esq., a wealthy merchant of Liverpool, was purchased and appropriated to the establishment. Laws and regulations were formed, and liberal donations were made, especially those of £1000 from the Corporation of Liverpool, and £100 from Mr. Canning. In 1822, his gracious Majesty, George the Fourth, granted a *charter* to the Institution, it having previously, in 1817, received permission to use the title of "The Liverpool *Royal* Institution." A president, officers, and committee, have been annually elected, and have zealously endeavoured to fulfil the intentions of the proprietors. The schools have been attended with great success, and hold a high classical, as well as commercial character. Lectures were at first well attended: but have of late considerably fallen off, from various unavoidable causes. The Academy of Design, the Literary and Philosophical, Natural History, Philomathic, Polytechnic, and other Societies, hold their meetings in the Lecture Rooms of the Institution. The Museum, which is the most valuable and extensive in the provinces, is replete in every department of natural history, &c. The birds alone are upwards of two thousand five hundred in

number, embracing nearly the whole of the British species, and are admirably arranged. The Geological and Mineralogical department contains between two and three thousand specimens; and the collection of mammalia is, perhaps, unequalled in this country, numbering two hundred and fifty, nearly all different species. Added to these, there are numerous other interesting and curious objects to attract the attention of the visitors. The Institution possesses, also, most valuable and extensive philosophical apparatus and laboratories.

*Literary and Scientific Soirées* have for the last few winters been held, and have afforded much intellectual gratification.

Attached to the Royal Institution is a SCHOOL OF MEDICINE, students of which are privileged, under certain regulations, to admission to the medical and surgical practice of the Liverpool Infirmary, hospitals, and dispensaries. The certificates of this school qualify for examination at the University of London, the Royal College of Surgeons in London, and at Apothecaries' Hall. Immediately opposite the Institution is the

## PERMANENT GALLERY OF ART.

The committee of the Royal Institution, with the most praiseworthy desire to give an impetus to the fine arts, contributed the very liberal sum of £1,200 towards the erection of this establishment, and earnestly entreated their fellow-townsmen to come forward and aid the undertaking, by donations of money and pictures; which appeal was readily responded to, and the subscription list greatly augmented. The building contains a fine saloon for casts, and a noble gallery above, admirably lighted. In the former are deposited the valuable collection of casts from the Elgin, Ægina, and Phrygalian marbles: the first presented by his Majesty George the Fourth; and the others by Mr. John Foster, the discoverer; which, with others from the finest statues, form a unique display of ancient art, invaluable to the

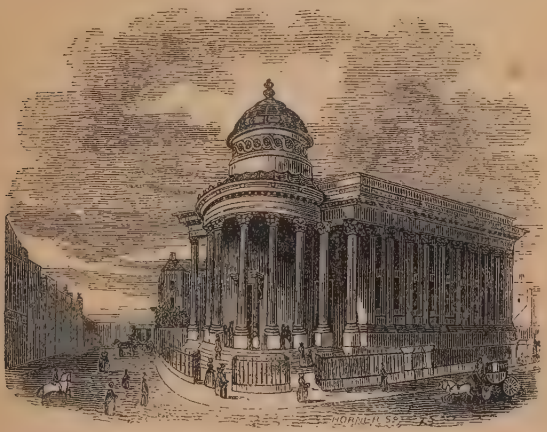
artist, and of great interest to the amateur. In the upper gallery is placed a fine marble statue of Roscoe, by Chantrey; with the very curious series of specimens of early art, collected by Herm, as historical illustrations of the progress of painting. Here are also several other fine pictures, presented to the gallery, or purchased by the public subscription of the wealthy inhabitants.

Adjoining the Gallery is an excellent GYMNASIUM, conducted by Mr. Harrison. Connected with the Royal Institution, and situated near the top of Seel Street, are excellent school rooms, in which the sons of respectable persons receive instructions in the classics, &c. The front of the building, comprising a handsome Doric portico, supported by four fluted pillars, has a remarkably elegant and classic appearance. Opposite stands the JEWS' SYNAGOGUE having a handsome stone front, with a fine pediment supported by four three-quarter pillars of the Ionic order. Over the door is a Hebrew inscription, with the date of the building, A.M. 5568. At the top of Seel Street we enter Berry Street, and, turning to the right, have before us

## GREAT GEORGE STREET CHAPEL.

The plans and design for this handsome structure were furnished, gratuitously, by John Franklin, Esq., surveyor to the Corporation, and the building opened in October, 1841. It was erected on the site of another chapel bearing the same name, and destroyed by fire in the year previous. The principal elevation consists of a semicircular portico of ten fluted columns, of the Corinthian order, after the elegant example of the Temple of Jupiter Stator; the shaft of each column being in one stone,—a circumstance without precedent in this country. The columns are surmounted by an entablature enriched with curved modillions and dentiles; and the entire base of this front is approached by a flight of eight steps. Above this portico rises a richly ornamented dome, on a circular stylobate, pierced with glazed panels, which give light to the vestibule and staircase leading to the galleries. The flanks of the building are decorated with pilasters, corresponding with the front elevation, these sides being terminated with an attic. The spaces between the pilasters

are occupied with semicircular headed windows, eighteen in number; by which means the spacious interior is abundantly lighted. The interior of the building is extremely chaste and admirably arranged: each seat rises above the other as they retreat from the pulpit, and so placed that the whole of the congregation face the minister. The pulpit is of elaborate design,



and, together with the staircase, is executed in Dantzic oak. The powerful organ is extremely elegant, and adds much to the appearance of the interior. The ceiling of the chapel is divided into panels, which are double sunk, moulded, and enriched; and from the centre is suspended a handsome chandelier, nine feet in diameter, and containing a hundred lights, thus lighting the whole of the gallery and the middle portion of the ground floor. The extreme length of the building, including the portico, is 127 feet, and the breadth 63 feet, having pew accommodation for 1750 persons, besides children's galleries. The basement contains school-rooms, lecture-rooms, &c.; whilst the vestries for the minister and deacons are comprised in a wing of the building at the rear of the chapel yard. Handsome iron palisades, of chaste design, with four entrance gates, the pillars of which

form pedestals for lamps, encircle the whole. Opposite the chapel, in Great George Street, is the Royal Assembly Room, used for public meetings, concerts, &c. From here, proceeding along Upper Duke Street, we come to

## ST. MARK'S CHURCH,

A plain brick building, but very extensive and commodious; having a fine painted window in the chancel, illustrative of the Ascension of Christ. It was built by subscription, at a cost of £18,000, was licensed in 1803, and consecrated in 1815. In Rathbone Street, which here runs into Upper Duke Street, is a chapel belonging to the Independent Methodists. A few yards further we arrive at

## ST. JAMES'S CEMETERY,

To which the public have gratuitous admission daily (Sunday excepted) between the hours of ten and four. On entering in this direction, the oratory is the first object which will attract attention. It is neat and classic; a perfect specimen of a Greek Hypæthral temple, being of pure Grecian Doric architecture, the whole being surrounded by a small flight of steps: a more appropriate building for the purpose could not easily be suggested. The interior contains several well executed monuments; and, among others, one executed in Rome by our townsman Mr. Gibson, entirely from memory, as a testimony of his esteem and gratitude to a lady who had greatly befriended him in his youth. There is also another monument, by the same eminent artist, in memory of Mr. Hamerton. The minister's house is a handsome stone building, not far distant from the oratory. The burying ground, which was in former years a stone quarry, contains 44,000 square yards, enclosed by a stone wall and palisades, with four spacious entrances. Inclined carriage roads twine along the eastern side, passing three successive galleries of catacombs, before reaching the burial ground beneath. The latter is laid out in flower beds and shrubberies; from the grateful shade of which the white marble funeral urns and columns rise with a sweet and chastened soberness. The western side is formed by

a sloping bank, covered with various trees and shrubs, adding a new grace to this

> "HOME OF THE DEAD! the last abiding place
> Of earthly greatness—intellectual grace—
> Of youthful loveliness—of moral worth;
> Of human frailty too;—the same cold earth
> Doth form your narrow bed; and the same sod
> Shall cover ye, till summoned to your GOD!"

In about the centre of the ground is a circular mausoleum, enclosing a marble statue, erected to the memory of the Right Hon. William Huskisson, formerly a member of Parliament for Liverpool; who, it is well known, accidentally came to his death on the occasion of the opening of the Liverpool and Manchester Railway. The light is chiefly thrown in from windows in the dome; which latter is supported by three-quarter fluted columns, of the Corinthian order, and surmounted by a prettily worked cross. At the entrance to the mausoleum are glass doors, placed there to prevent injury being done to the statue. A good view of the latter, however, may be obtained through these doors; but should any desire a still closer inspection, they may have their curiosity gratified on application to the clerk. This statue was also executed by Gibson, and is an exquisite piece of sculpture; being a fine specimen of the genius of the artist, and worthy the distinguished statesman whom it represents. The statue, exclusive of the pedestal, stands about seven feet in height; it was worked in Rome, out of a solid piece of marble, and carefully conveyed to Liverpool after its completion. The figure is represented in the act of speaking, holding in his hand a roll of paper partly drawn out; the drapery hangs loose, and is remarkably well disposed. A neat stone building at the southern end of the ground, is the residence of the clerk. Mr. Foster has the merit of being the designer of the catacombs, and architect of house, oratory, and mausoleum. Leaving the cemetery at the south gate, we will return by

## ST. JAMES'S WALK,

Which runs parallel with the former, and forms its western boundary. This walk has a gravelled terrace 400 yards long, and, from

being raised considerably, affords an extensive prospect. In the winter of 1767, owing to the severity of the weather, the poor were in a very distressed state; and it was then that this Mount was formed, as employment for such as were out of work. It commands a good view of the river and of the town; and conspicuously are seen the domes of the Custom House and the Town Hall; also, the steeples of the churches of St. Michael, St. George, St. Nicholas, St. Peter, and St. Paul. From it, on a fine day, much of the Cheshire shore, Bidston Hill and Lighthouse, and many of the Welsh mountains may be distinctly seen. In the centre a mound has been formed, on which is erected a PHOTOGRAPHIC ESTABLISHMENT, where portraits are taken by the action of the light, and faithful miniature likenesses "won from the hand of nature" in the short space of a few seconds. Behind the terrace are gardens, which are open to the public every day, and form a favourite place of resort during the summer.

Leaving the walk at the north entrance, we pass the end of the cemetery, and, at the top of Upper Duke Street, turn to the left into Hope Street. Proceeding a few yards, and again turning to the left, a short way down Mount Street we have

## THE MECHANICS' INSTITUTION,

The most flourishing establishment of the kind in the kingdom, and conducted in a manner eminently calculated to benefit all classes of the community. The foundation stone was laid in July, 1835, by Lord Brougham. The building has a massive stone front, with a bold portico in the centre, consisting of a cornice supported by four Ionic columns.

It was erected by public subscription, on ground granted for the purpose by the corporation, from the design of Mr. A. H. Holme, a native architect. On the completion of the building, one night in March, 1837, nearly the whole of the interior was destroyed by fire, when the damage done was estimated at £3000; but, fortunately, an insurance of £8000 had been effected a short time previously. It was, however, speedily restored, and publicly opened on the 15th of September, 1837. Since that time it has received several additions; and the whole building, as it now

stands, has cost in the erection, £15,000; and in point of extent and accommodation, is certainly not surpassed by any other institution of the same nature in the kingdom. This praiseworthy institution consists of two schools, the higher and the lower. The former is intended for the children of the wealthier portion of the community; and the latter for those of poorer tradesmen and mechanics. In both schools are skilful and efficient teachers, by whom all the departments of a liberal education are taught on the most approved system. There are also evening classes designed for young men whose days are occupied in the pursuit of business. These meet four nights a week, the other two nights

being occupied with the public lectures. The same departments which are taught in the day schools, are taught in the evening by the same masters; whilst a number of other classes are also formed, at a small extra charge, to meet the peculiar wants of young men engaged in any particular trade or profession. The centre of the building is occupied by the theatre, or lecture-room of the institution, in which public lectures are delivered, to large and respectable audiences, every Wednesday and Saturday evenings. This room is lighted by windows from the roof, and fitted up with a gallery; and is also provided with an elegant and powerful concerto organ, which brings together in one instrument many peculiarities to be found in the celebrated organs on the Continent. The instrument contains the quint, from the

Haerlem organ; the cymballe de recitative, from the Cologne organ; the glockenspiel, from the new organ at Treves; the viol di gambe, from the Freyburg organ; the flute doublette, from the St. Denis organ; the salcional, from the Strasburg organ; and a solo cornet à piston, which may be said to rival the tones of the Herr Koenig. Behind this lecture-room are apartments used as a laboratory and apparatus room; and overhead is a room, elegantly fitted up as a museum, which promises, at no distant period, to be of great interest and value. There is also a sculpture gallery, containing a most extensive collection of casts of ancient and modern art, and also a well-stocked and valuable library. The various other apartments are used as class rooms, offices, &c., and are decorated by numerous paintings, busts of eminent literati, and articles of sculpture. In connexion with this establishment is a girls' school, held in a large building a short distance from the top of Mount Street, in which the fair sex are enabled to reap the advantages of the system of instruction as given in this admirable institution. The affairs are managed by a committee, chosen from the body of members; but the general surveillance of the establishment devolves to the office of principal, ably filled by W. B. Hodgson, Esq., LL.D., a gentleman who, by his perseverance and energy, aided by a highly cultivated mind, has raised it to the proud position of the first educational establishment of the kind in the kingdom.

To enter upon the statistics of the institution, we must state that it affords instruction daily to about 1,700 persons:—in the High School, to (say) 250; in the Lower School, to 700; in the Girls' School, to 360; in the Infants' School, to 50; and in the Evening School, to 400. The library contains about 14,000 volumes, has about 1,000 readers, and an average daily circulation of above 200 volumes. The lectures are attended by audiences varying from 700 to 1,500. The number of members and subscribers averages from 3,500 to 4,000; the teachers and officers are 67 in number; and the annual income amounts to above £9,000.

The yearly payment of one guinea constitutes membership, and a donation of ten guineas to the building fund constitutes the donor a member for life. The members are entitled to

attend, without any charge, the lectures and the ordinary evening classes; and also to borrow books from the library.

Polytechnic exhibitions are given in the building during the midsummer holidays, every alternate year. They have been attended by tens and hundreds of thousands of the inhabitants, and have proved a lucrative mode of aiding the funds of the institution. Returning to Hope Street, we walk a few yards to the left, and then turn to the right, up Falkner Street. A short distance up the latter street is the CATHOLIC FEMALE ORPHAN SCHOOL, a homely looking but neat Gothic edifice, erected in the year 1844, and capable of accommodating 100 inmates, who are clothed and educated at the expense of the members of the catholic body. Adjoining, is the FEMALE PENITENTIARY, erected, in the year 1809, for the purpose of receiving penitent females, whose errors have caused them to be banished from respectable society.

Proceeding along Mulberry Street, which separates these two buildings, we pass, on the right, a small chapel, occupied by the Welsh Calvinistic Methodists, and presently reach Myrtle Street, down which we now turn. On our left is

## ST. GEORGE'S PRESBYTERIAN CHURCH,

An elegant edifice, erected by those members of the Free Church of Scotland who seceded from the body worshipping in St. Andrew's Church, Rodney Street. The building is of stone, in the enriched Norman-Gothic style of architecture, and its front presents a combination of objects at once novel and effective, heightened much by the introduction of an oriel window, which is surmounted by a spire in strict proportion to the front; the base of the oriel is decorated with a colossal bust of the celebrated Knox. The sides of the Church are supported with buttresses, and the windows intersecting are arched in two compartments, and present a very pleasing aspect. The whole is surrounded with iron railing and massive gate-piers. A little lower, at the corner of Hope Street, the

## NEW PHILHARMONIC CONCERT HALL,

Is in course of erection, wherein that society will hold their musical re-unions. At present they are held, by permission, in

the theatre of the Collegiate Institution, hereafter mentioned. The new building will be oblong in form, and in the Italian or Romanesque style of architecture; the two principal façades of stone forming the corner of two streets. There will be two colonnades; one in the principal façade at one end, and the other extending along one of the sides. The interior is to be constructed somewhat after the manner of a theatre, having boxes, pit or body, and gallery,—the orchestra occupying the position usually appropriated to the stage. There will also be a grand saloon, with refreshment rooms, &c. The estimated cost of the building is about £18,000, exclusive of the ground. It will accommodate an audience of 2,000, and provision will be made for 300 performers in addition.

At the opposite corner, we have a new and beautiful

BAPTIST CHAPEL,

Built in the Gothic style of architecture, and each end surmounted by numerous ornamental turrets, which produce a striking and beautiful effect. The interior is very elegant, and quite in character. At either end is a gallery; one for the use of the congregation, the other for the choir; the latter contains a powerful organ. The bude is the artificial light here used; it is conveyed by a large chandelier, suspended from the centre of the ceiling. About the middle of the street, in continuation of Myrtle Street, on the right, is St. Philip's Church, built in the Gothic style, at an expense of about £12,000. The walls are of brick, painted; and the ornamental part, both in the exterior and interior, of cast iron. Nearly opposite is a small brick edifice, used as a Synagogue for the Jews. Though there is nothing to draw attention to the exterior of the latter, still the interior is very chaste and elegant. A few yards further, and we come to Rodney Street, composed entirely of genteel private residences, and ranking as one of the most respectable streets in the town. Turning to the right we presently reach

ST. ANDREW'S SCOTCH KIRK,

A very elegant structure, having a handsome stone front, with a portico of the Ionic order; and surmounted by two square turrets, each turret being ornamented by eight Corinthian columns, and

covered by a dome. Another Scotch Kirk, a large, plain, brick edifice, is situated in Oldham Street, a back street, a little to the west; and, on the opposite side of the same street, is the Caledonian Free School, in which 350 children, of Scotch parentage, are educated on the system of the Scottish parochial schools.

At the end of Rodney Street, we arrive at Mount Pleasant, up which we turn, and a short distance, on the left, find

### THE WELLINGTON ROOMS,

An extensive suite of assembly-rooms, erected by public subscription in 1815. They have a stone front, with semi-circular centre, ornamented with Corinthian columns; and contain a ball-room, card-room, supper-room, &c., all very elegant, and richly ornamented. In Pleasant Street, a short distance to the north is a large chapel, belonging to the Wesleyan Association, and a smaller one occupied by the Independents. A few yards higher up Mount Pleasant, is

### THE SCOTCH SECESSION CHAPEL,

Having a stone front, ornamented by four Doric pillars supporting an entablature, above which are five windows, giving light to the gallery. The pulpit is the chief object of attraction in the interior; it is placed against the wall, and is approached, on each side, by winding stairs, ornamented by handsome banisters. Higher up the street, on the same side, is a high brick wall, enclosing the

ground occupied by the House of Industry, described in our third route. Opposite this, at the end of Hope Street, stands

## THE MEDICAL INSTITUTION.

The front of this building is semi-circular, and is considerably improved in appearance by a row of six pillars of the Ionic order, in the centre. It was built by subscription, for the use of the medical faculty, at a cost of about £2000, of which the late Corporation gave £1000, with the land on a lease of seventy-five years. In the interior is a good library, and a lecture room capable of accommodating an audience of three or four hundred. Near the site of this hall, formerly stood the house in which the celebrated Roscoe was born. It is greatly to be hoped that the respect which the people of Liverpool pay to his memory, the pride they naturally feel of his having been their fellow-townsman, and the universal admiration which his very talented works command throughout the kingdom, will induce them to raise a monument to him somewhere in this neighbourhood, as a proof at once of their spirit and the respect in which they hold his memory. Adjoining the Medical Institution is St. John the Evangelist's Church, a plain building, with stuccoed front. Behind this church are some Alms-houses, built in the form of three sides of a square, with a spacious area in front; and near these is the parish cemetery of St. Mary, containing a small Gothic Chapel in which the burial service is performed. We now proceed up Oxford Street, and near the top enter

## ABERCROMBY SQUARE.

The walk about this part of the town is very pleasing; the houses are built after a very elegant style, and many have small flower gardens in the front. This Square is composed of most respectable houses, and has in the centre an extensive and beautifully laid out garden and shrubbery. On the east side, is

## ST. CATHERINE'S CHURCH,

An exceedingly handsome building, erected by subscription, in a pure style of Grecian architecture, from designs by Mr. Foster.

The front has a portico of six Ionic columns, supporting an entablature with dentilled cornice and appropriate pediment. The only light admitted into the interior, with the exception of that from the altar window, is, by the cupola on the roof. The galleries rest on square pillars, which support Corinthian columns extending to the roof, the ceiling of which is richly panelled. Leaving Abercromby Square, we continue along Oxford Street, and have at the top, on our right,

### THE SCHOOL FOR THE DEAF AND DUMB,

An institution which partakes, as its name imports, more of the character of a school than an asylum, as many pupils are educated within its walls, who pay a periodical sum for instruction, as in other educational establishments. The building is of a plain Grecian character, with an entrance front of white stone, relieved by a solid projection in the centre, and surmounted by an entablature and pediment. Between the hours of ten and twelve on Tuesdays, is the time set apart for visitors, but they can be admitted at any time by producing an order from a subscriber. The rising ground to the east, is called Edge Hill, a favourite suburban residence. Behind this institution is the North Haymarket, and close upon that is

### THE FEMALE ORPHAN ASYLUM.

This institution was established in 1840, for the purpose of receiving poor female orphan children resident within the district, and thus snatch them from the misery of want, and from the snares of temptation. The present building was opened in 1844, prior to which, a house in Upper Stanhope Street was occupied by the charity. The asylum will accommodate 150 girls, and the average cost of each child is about £10 per annum, including clothing, board, lodging, and education. Passing through one of the streets in front of the asylum, we shortly come to

### ST. SAVIOUR'S CHURCH,

A plain stuccoed edifice, built in the Roman style, with a tower at the east end, the upper part of which is octagonal, composed of eight arches, with four pediments, and surmounted by a vase.

The interior is commodious, and has a gallery supported by neat cast-iron pillars. The district to the north-east of this church, is called Windsor, and amongst the houses is observable the tower of SAINT CLEMENT'S CHURCH, a small but elegant Gothic structure of red stone, with an interior decorated in the same style of architecture. Behind St. Saviour's Church is FALKNER SQUARE. A very short time ago this was a large enclosed shrubbery without a house near it. Now it is surrounded, and elegant streets branch out in every direction. Leaving this square, at the north-west corner, we shall now proceed down Canning Street, and have on our right a new

## PRESBYTERIAN CHURCH,

Erected for the Free Church portion of the congregation, who formerly worshipped in Oldham Street Chapel. The style in which this building is erected is the early English of the twelfth century, and it cost in erection about £4,500. The bold tower and spire in the front elevation have a fine effect, the top of the spire being 114 feet above Canning Street. The whole of the fronts are faced with white stone, and, externally as well as internally, it has a light and elegant appearance. The pulpit, ornamented with crimson velvet, is approached by two staircases, one on either side, which adds to the uniformity of the interior; and the approaches to the galleries are of easy ascent, and on a new principle. The unfinished building adjoining is denominated

## THE CHURCH OF THE HOLY APOSTLES,

And is the property of a peculiar sect, who in their form of liturgy adopt a great portion of the prayers of the Established Church. They state it to be "A Catholic Apostolic Church; dedicated not to any particular saint, but to the whole of the

Apostles." The building is in the perpendicular decorated style of Gothic architecture, built of fine white tooled freestone. The nave will be of great richness of style, and from between the transepts near the middle will rise a Gothic tower surmounted by a handsome spire 200 feet in height. The windows are glazed with stained glass of a variety of designs, wrought out chiefly by minute pieces inserted in the lead work, and of the brightest, most varied, and pleasing colours. The designs are as varied as the colours, no one window being alike in this respect, and all being more or less elaborate. Service is now performed in that portion of the edifice already erected. On entering the choir, the visitor observes its cathedral arrangements, and is struck with the splendour of this part of the church, which, however, there being no gallery, will not accommodate a large congregation. The lofty clustered columns, the great height of the central roof, and the brilliant colours of the stained glass, give the whole a very imposing and a gorgeous effect. The whole roof and its timbers are painted ultra marine, and the mouldings decorated with vermillion, white, and gold. The east end, immediately over the altar, is studded with golden stars, to represent the firmament. The choir and altar are slightly elevated, and enclosed within a Gothic screen of oak; and on each side is a range of oaken stalls, in the ancient manner, for the accommodation of the ministers attached to the church. The floor is covered with encaustic tiles; and over the altar is a splendid canopy of carved work. No pew rents, charity sermons, or collections are allowed in this church. A short distance along Catherine Street, is

## ST. BRIDE'S CHURCH.

The entrance is from a bold portico, consisting of six Ionic pillars, supporting a fine entablature and pediment. There are six windows on each side of the Grecian-Egyptian form, surrounded by an architrave, and above are a moulded cornice and ornamented trusses. The chancel projects from the body of the church. The interior is well fitted up: the ceiling is panelled, and the galleries supported by slender cast-iron pillars. We continue along Catherine Street, till we arrive at Upper Parliament Street, down which we now turn. We here again arrive at the north end of

St. James's Cemetery, opposite which we have Windsor Street. A few yards along the latter street, in Upper Stanhope Street, is

### WESLEY CHAPEL,

A large and handsome building, with a stone front and a neat portico, and having a burial ground surrounded by a strong wall and palisades. Proceeding now along Chester Street, we pass a small chapel on the right, occupied by the Welsh Methodists, and next observe a handsome Catholic Chapel, entitled

### ST. PATRICK'S CHAPEL.

In front is a large and well-executed statue of the Patron Saint, presented by James Brancker, Esq. The chapel is spacious and elegant, with a burying ground attached, and was erected by subscription. A few yards from this chapel, on the opposite side of Park Place, is another belonging to the Methodist New Connexion; and further on, in the same street, is ST. JOHN THE BAPTIST'S CHURCH, constructed of red stone, in the Gothic style of architecture, and having a very neat and imposing appearance. From St. Patrick's Chapel, we now proceed along St. James's Place, and at the bottom find

### ST. JAMES'S CHURCH,

A plain brick building, with a square tower. The interior, has a spacious gallery, and is lighted by two rows of windows, with circular heads. Opposite the church, in Upper Parliament Street, is the SOUTH DISPENSARY, a plain building, formerly a dwelling house. Round the corner is

### ST. JAMES'S MARKET,

Containing an area of 3000 square yards, and built of brick, with the exception of the entrances, cornices, &c., which are of stone. The roof is covered in, and is supported by rows of cast-iron pillars. The market is ventilated and lighted from the top, in the same manner as St. John's. It was built by the corporation at an expense of £13,662. We now proceed to the right, along Great George Street, from which we again turn to the left, down Upper Pitt Street, and shortly arrive at GREAT GEORGE SQUARE,

so named in honour of George III., a grand equestrian statue of whom was to have been erected in the centre; but although the foundation stone was laid with some ceremony on the day of the national jubilee in 1809, it was afterwards transferred to London Road. Continuing down Upper Pitt Street, we have on our right

## ST. MICHAEL'S CHURCH,

A beautiful and noble looking building, of which the foundation stone was laid in 1816, although the church was not consecrated until ten years afterwards, when the parish, after expending on it £35,000, transferred it to the Corporation, by whom it was subsequently completed at a further expense of £10,267. At the west end is a fine portico, in imitation of the temple of Jupiter Stator in the Forum of Rome, and consisting of ten columns and two half columns, of the Corinthian order, surmounted by a suitable entablature and pediment. Above the portico rises the pedestal of the steeple, to which are attached sixteen Ionic columns, supporting an appropriate entablature and balustrading. From this a second pedestal springs, adorned with eight columns and pilasters, of the Corinthian order, the spaces between the columns forming four projecting portals; and the whole is surmounted by a spire. Four beautiful Corinthian columns ornament the east end, and an entablature, similar to that over the portico, surrounds the church. This church may justly be considered to rank second in Liverpool for grandeur of external appearance, being surpassed only by St. Luke's. Not far distant, in Frederick Street, are Baths and Washhouses erected for the use of the poor of the district; and a short way down Pitt Street, on the left, is Pitt Street Chapel, belonging to the Methodists, and having a very plain exterior, but a commodious and neat interior. A little further down the same street is a small open space, Cleveland Square, where a small market is held. A few yards to the west of this square is St. Thomas's Church, consecrated in the year 1750. The body consists of a rustic basement, with two rows of windows, between which are two Ionic pilasters, and above, a cornice, balustrade, and a number of plain vases. In 1757, a heavy gale of wind blew down twenty feet of the spire:

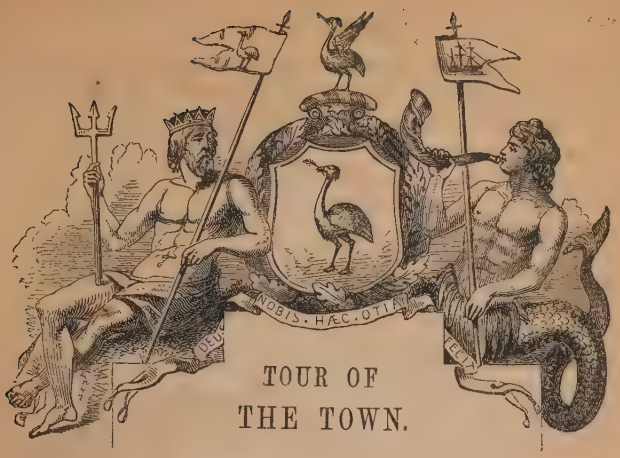
this was subsequently rebuilt to the great height of 240 feet from the ground; but much alarm having been excited by its perceptible vibrations whenever the wind was high, it was removed in the year 1822, and a new steeple has since been erected in its place.

The three last-mentioned buildings, possess nothing of interest to induce any person to go out of his path, therefore, unless we had a plenitude of time, we should omit them, and from St. Michael's Church, should pass through Kent-Street, and enter Duke Street. Turning to the left down the latter street, we have

## THE UNION NEWS ROOM,

A commodious stone building, with its front surmounted by the Union Arms, well executed in stone, by Lege. The name was taken from its being instituted on January 1st, 1800, the day on which the union of the two kingdoms was effected. A painting, by Fuseli, emblematical of this event, is placed in the room. The upper story is occupied by the Royal Mersey Yacht Club.

We now turn into Slater Street by the side of this building, and continuing along it, shortly enter Bold Street. At the bottom of the latter street we again arrive at our starting point, and thus terminate the second route of our Tour of the Town.




# TOUR OF THE TOWN.

## ROUTE THIRD.

WATERLOO PLACE—RANELAGH ST.—BROWNLOW HILL—ASHTON ST.—DOVER ST.—BROWNLOW ST.—PEMBROKE PLACE—WEST DERBY ST.—EDGE HILL—WAVERTREE ROAD—RAKE LANE—EDGE LANE—DEANE ST.—LONDON ROAD—KENSINGTON—LOW HILL—DERBY ROAD—BRUNSWICK ROAD—MOSS ST.—SHAW ST.—EVERTON TERRACE—NORTHUMBERLAND TERRACE—ST. DOMINGO LANE—KIRKDALE ROAD—NEW SCOTLAND ROAD—BYROM ST.—HUNTER ST.—SPRINGFIELD—ST. ANNE ST.—ISLINGTON—LIME ST.—RANELAGH ST.

THIS route comprises the north-east portion of the town, as well as the suburbs of Edge Hill, Low Hill, Everton, and Kirkdale, all of which are included in the parliamentary borough. Commencing, as before, from WATERLOO PLACE, we proceed up Ranelagh Street. Directly facing us, and forming a fine termination to this street, is

### THE ADELPHI HOTEL.

From the magnificence of the building, the excellent condition in which it is always kept, and the tasteful manner in which it is decorated, this hotel presents an appearance that never fails to attract admiration, and renders it a distinguished ornament to the

town. A superb covered balcony adds much to the general aspect of the front. It is unquestionably the first hotel in Liverpool, and that at which the most distinguished visitors generally stay.*

Leaving the Adelphi, and proceeding up Brownlow Hill, we have, on the left,

## ST. DAVID'S CHURCH,

Erected in 1827, for the purpose of accommodating the Welsh inhabitants of the town with the service of the Church of England performed in their native tongue. There are four services every Sunday, two in English and two in Welsh.

A little higher up, on the same side, is Hawke Street, in which we find St. Nicholas' Chapel, belonging to the Roman Catholics. It is a handsome building, in a rich Gothic style of architecture, with a portico in front, the top of which, as well as the body of the chapel, are ornamented with pinnacles.

Proceeding still further up Brownlow Hill, and passing, on

* In Renshaw Street, south of the above hotel, and between it and St Luke's Church, are, on the right-hand side of the street, Newington Chapel, a neat brick edifice with Gothic front, belonging to the Independents; and St. Andrew's Church, a plain brick building stuccoed over, having a turret steeple, surmounted by a small dome. This latter was consecrated in 1815, having been built by Sir John Gladstone, Bart., at an expense of £14,000. On the left-hand side of the street, and nearly opposite the church, is Renshaw Street Chapel, belonging to the Unitarians, having a handsome stone front, with a small portico supported by four Ionic pillars. Near the bottom of Mount Pleasant, on the left-hand side, is Mount Pleasant Chapel, a plain but respectable building, belonging to the Wesleyan Methodists.

the left, Russell Street, in which is a small chapel with a Gothic front, denominated the NEW JERUSALEM CHURCH, we shortly perceive, on the right, a large brick building, having before it a circular lawn and a row of trees; this is

## THE PARISH WORKHOUSE.

It was opened in the year 1772, and is said to be the largest establishment of the kind in the kingdom. The inmates are all employed according to their capabilities; the adults are engaged as tailors, shoemakers, wheelwrights, bricklayers, plasterers, blacksmiths, joiners, &c.; the females in knitting, spinning, &c.; whilst the younger portion are trained to useful businesses, and, on attaining a proper age, are apprenticed to various trades. The children are dressed uniformly in neat and comfortable clothing. The interior presents an interesting spectacle, and is worthy of a visit. A chapel is connected with the building, in which service is performed according to the rites of the Church of England.

A few yards past the workhouse, and situated at some distance from the road, is THE HOUSE OF RECOVERY, a large stone building, having a plain exterior, but a well adapted and commodious interior. It was opened in 1806, for the admission, as patients, of persons afflicted with contagious disorders, and is supported from the poor's rate.

Opposite this building, on the other side of Brownlow Hill, and at the corner of Ashton Street, is situated

## THE LUNATIC ASYLUM,

A fine stone edifice, the view of which, from the street, is intercepted by high stone walls erected on every side. The foundation stone was laid in 1829; and the building erected from the designs of Mr. Foster, at a cost of £11,000. The centre of the principal front stands back, and the sides form projecting wings. It has extensive airing grounds attached, and every convenience such an institution must require. Suitable accommodations are made for persons of respectability who may unfortunately become inmates; whilst sixty patients can conveniently be accom-

modated within its walls. The plan of the building is such that it affords the keepers extended views in every direction. The entrance gates are in Ashton Street, on the opposite side of which stands

## THE LOCK HOSPITAL,

A plain brick building, only one story high. It was opened in the year 1834, and possesses convenience for the accommodation of sixty patients. Near this institution, in Brownlow Hill, is Salem Chapel, a neat building belonging to the Independents, in which the service is conducted in the Welsh language. On the north side of the Lunatic Asylum is Dover Street; at the bottom of this street, but facing Brownlow Street, is

## THE INFIRMARY,

An extensive and noble edifice, at once chaste and elegant, and one of the finest buildings of which Liverpool can boast. Unlike the Lunatic Asylum, its centre projects, and the wings fall back.

The building is three stories high, and the whole of the front and sides are built of stone. Six massive pillars of the Ionic order adorn the centre projection, and a large green in front, enclosed by a stone wall and iron rails, separates it from the street. Patients were received into it for the first time in 1824. The interior is very well arranged: the first floor contains about twenty rooms for the use of committees, officers of the institution, and the household. In the left wing, a large room is reserved and fitted up as a ward for the reception of those patients who, from the nature of their sufferings, must claim immediate attention. The domestic affairs are conducted on the ground floor, and the second and third stories are appropriated to the patients. The average consumption of water,

daily, amounts to the enormous quantity of 6,000 gallons, for the raising of which a steam engine is employed; this power is also applied to the working of a mangle; and the steam is used for cooking. This stupendous charitable institution was erected at the cost of £27,800, and is another proof of the taste and abilities of its architect, Mr. Foster. A surgeon, matron, and four apprentices, reside on the premises; and a committee of twenty-six gentlemen have the control of the institution.

Leaving the Infirmary, we next proceed down Pembroke Place, and the attention is soon attracted by

## ST. SILAS' CHURCH,

A handsome structure, situated on the right hand side of the road. The tower, which is placed next the street, is built of red stone, and surmounted by a spire of the same material; the interior of the former being lighted by a beautiful perforated cast-iron window, placed on each side. The body of the church is constructed of brick, except round the windows, and certain other portions, where stone is used as a relief. The interior is very elegant, and has an air of comfort about it not often found. A little lower than the church, on the opposite side of the street, is Gill Street, near the end of which is a small Chapel belonging to the Sandemanians, or Glassites.

Further on, in the same street, is

## GILL STREET MARKET,

Built of brick, with red freestone dressings to the gateways, windows, &c., and erected in a plain but neat style of architecture. The building represents two stories in elevation. The principal front is in Dansie Street, and has a large central, with, on either side, a smaller semicircular arched gateway, finished with ornamental open iron work under the arches. The interior arrangements are similar, and, if any thing, superior to the markets already described. There are five wide avenues, divided by four rows of slender iron pillars, supporting the centre portions of the roof. On either side are numerous shops for butchers, poulterers, &c., and at one end is a range of stone tables for fish.

Underground is a continuous range of arched cellars, for the storing and preserving of meat and other articles.

At the bottom of Pembroke Place, we find the

## EQUESTRIAN STATUE OF GEORGE III,

Erected in 1809, in commemoration of the fiftieth anniversary of that Monarch's accession to the throne. The statue is of bronze, and was executed by the celebrated sculptor, Westmacott. The workmanship of the horse is in his first style, and the figure sits easily, with the left hand holding the reins, while the right is extended forward. Returning up Pembroke Place, at the top, on the left, we perceive

## ST. JUDE'S CHURCH.

It was erected by subscriptions and donations, upon ground given by the Marquis of Salisbury, in the style of architecture which prevailed in the middle and latter parts of the thirteenth century. The building is of brick, and cemented, bearing stone ornaments and pinnacles, but having no steeple attached. The interior is handsome and commodious, being capable of holding 1,500 persons.

On the opposite side of the top of Pembroke Place, at the corner of Crown Street, is a

## BAPTIST CHAPEL,

Of recent erection, having in front a beautiful portico, supported by four massive pillars of the Ionic order. The style of architecture, and the neat appearance of the stone used in the building, give this chapel a very handsome external appearance; whilst the interior is tastefully decorated and well arranged. Passing this chapel, we proceed up West Derby Street, and arrive at Edge Hill. Half way up the street, on the left, is Mount Vernon

Street, in which we find the Roman Catholic Convent of the Sisters of Mercy. The building is of stone, in the Gothic style, and has a very neat appearance. Connected is a small chapel, at the back of which the convent bell is hung. There is also a small cemetery for the burial of those nuns who die in the establishment. At the top of West Derby Street, is

## ST. MARY'S CHURCH,

Built by the late E. Mason, Esq., after whom a neighbouring street is named. The church is large and commodious, lighted by two rows of arched windows, and has a square steeple, ornamented at the top by four small pinnacles. The churchyard is surrounded by a row of fine trees, which gives the whole a very picturesque and rural appearance.

Continuing our walk, we cross Duke Street, in which, to the right, is St. Anne's Catholic Chapel, a neat Gothic structure, having a school and an asylum connected with it. Walking a short distance along the Wavertree Road, and taking the first turn to the right, we reach the summit of the Passenger Tunnel of the Railway, mentioned at page 74, and the Edgehill Station. The carriages we before mentioned have to be drawn through this tunnel by means of ropes and fixed engines here stationed. On arriving at this point, the locomotive is attached, the stable for these iron horses being close at hand. A short distance to the south, are seen the tall chimneys at the top of the Merchandise Tunnel, described at page 49.

We now return to the Wavertree Road, and, crossing it, proceed along Rake Lane, passing several pretty suburban villas. At the end of the latter we turn to the right, along Edge Lane; and, continuing our course for a quarter of a mile, arrive at a handsome square stone building, of a mixed florid Grecian architecture. This is the residence of the curator of, and entrance to

## THE BOTANIC GARDENS.

These gardens occupy a site of about eleven acres of land, and are enclosed within a substantial stone wall. An elegant conservatory, 240 feet in length, stands near the centre of the garden,

and possesses a choice and copious collection of the most rare plants from various climes, for

> "All plants of every leaf that can endure
> The winter's frown, if screen'd from his rude bite,
> Live there and prosper."

The grounds are laid out with great taste, and enriched with varied and precious specimens of natural beauty, which are rarely to be seen except in a public institution like this. Nearly opposite the entrance to the Botanic Garden, is Deane Street, along which we will proceed. Near the further end of the street, is

## THE JEWS' BURIAL GROUND,

Having an entrance constructed with much taste. The gateway is in the form of an arch, over which there is a small portico, supported by two fluted columns of the Doric order. The consecration and the first interment took place in September, 1837. We now enter the London Road, formerly, in the times of stage coach travelling, a scene of great bustle and animation. Turning to the left, down Kensington, at some distance, we come to Low Hill, and again turning to the right, shortly arrive at

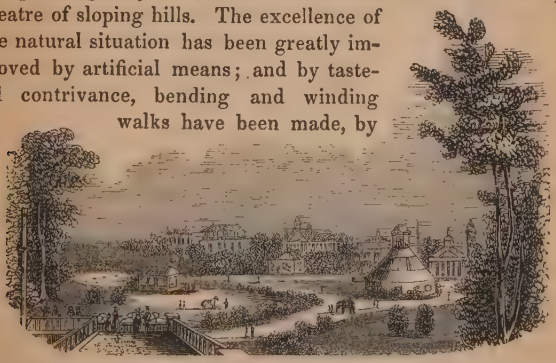
## THE NECROPOLIS.

This burial place was established in 1825, and cost about £8,000. It is separated from the road by a lofty stone wall, enclosing an oblong square of about five acres in extent. A portion, ten feet from the wall on the interior side, is set apart for a colonnade, to receive tombs and inscriptions; whilst such parts of the centre as are not immediately required for graves, are laid out in an ornamental shrubbery, thus rendering a walk through the grounds in summer very pleasant. The entrance consists of a stone front, with two pillars supporting a neat and well-propor-

tioned cornice, having on one side the oratory, and on the other the minister's house. The whole is in the Grecian style of architecture, and built from the design of Mr. Foster. The service of the Church of England, or any sect, may be read here by the minister of the denomination to which the deceased may happen to belong; or the chaplain, if desired, performs it according to a prescribed form, without any fee for such performance. A committee have the control of the Cemetery, and suffer nothing savouring of bad taste, indecorous, or ludicrous, to appear in the mortuary inscriptions.* A short distance east of the Necropolis, is situated

## THE ZOOLOGICAL GARDENS.

The site of these gardens is admirably adapted to the purpose for which it has been chosen, and the institution, altogether, reflects great credit on the taste and spirit of the proprietor. It occupies a goodly vale, from which rises all around an amphitheatre of sloping hills. The excellence of the natural situation has been greatly improved by artificial means; and by tasteful contrivance, bending and winding walks have been made, by



which the visitor arrives naturally, and sometimes unexpectedly, at the various habitations which have been assigned to different tribes of animals, in reference to their peculiar habits and taste. Nor can the visitor fail to derive considerable pleasure from the

* On the west side of the Necropolis is an old BURIAL GROUND, belonging to the Baptists, long since fallen into disuse; and, a short distance from the north-east corner, is the WEST DERBY UNION WORKHOUSE, a pretty and commodious modern structure of brick.

many wayside beauties of his walk ; for the grounds are varied by verdant refreshing grass plots, miniature arboretums, and groups of pleasant and beautiful border flowers and shrubs,—many of them rare, and partaking of the exotic character of the inhabitants of this hill and valley region. The principal menagerie is in a spacious circular structure, near the middle of this dell, and is well adapted for the exhibition of the different animals to a full and complete view. Lions, tigers, leopards, wolves, with sundry smaller animals, occupy the convenient and well-arranged compartments of this large cage. The more delicate animals enjoy comparatively spacious enclosures in freedom. The quaint and awkward bruin possesses his gymnastic pole, for the exercise of his ungainly gambols. The pelicans have their lake and sod hut, and the zebras their pasture ground and mangers. The eagles alone offer the most affecting spectacle, —the sky is above them, their native sky,—but a chain is upon their foot, and a miserable perch is their resting place. Birds of all feather are assembled here, whose variegated plumage would seem to vie with "the hues of heaven's bow." The elephant, that huge animal of surpassing strength and intellect, dwells in his palace, or walks through his enclosure, entertaining the spectators by his docility, good temper, and wonderful intelligence.

Mr. Atkins is the manager and proprietor of these gardens, and, in addition to the real natural wonders he has so admirably arranged for the gratification of the public taste, several evenings during the summer months are devoted to galas, upon which occasions various amusements take place, which have nightly attracted thousands of visitors.

The gardens are open daily from seven in the morning till dusk, except Sundays, when three o'clock is the time of opening. Subscribers and their families are admitted free after payment of a stated annual subscription. The charge to non-subscribers is one shilling each ; but on special gala days, when, in addition to the great scene of the season, the trees and buildings are brilliantly illuminated, the admittance is two shillings. A descriptive catalogue, price sixpence, may be purchased at the entrance lodge. A neat edifice, devoted to the sale of confections, and various refreshments, is to be found in the grounds, as well as an orchestra,

which, during the summer months, and on the gala evenings, is occupied by a full military band, who enliven the festive scene by their musical performances. There is also a *monstre* Centrifugal Railway, on which the visitor is permitted to take a trip. We again return to the Necropolis, and proceed down Brunswick Road, at the foot of which is Islington Square. In Moss Street, to the left, is

## BRUNSWICK CHAPEL,

The principal Wesleyan Methodist place of worship in Liverpool. It is a handsome structure, with a stone front and portico, in the Ionic style of architecture. The interior is laid out in the manner of an amphitheatre, and has accommodation for about 1,500 persons. To the west of the square, in Islington, is a chapel erected for the use of the members of the Irish Presbyterian Church. It is built of brick, and stuccoed; and in front is ornamented by four pillars of the Doric order. To the north of the square, in Shaw Street, is

## THE COLLEGIATE INSTITUTION.

This institution is one of the most handsome, extensive, and admirably arranged of the scholastic edifices in this country, and will be an enduring monument of the pure taste of its eminent and talented architect, H. Lonsdale Elmes, Esq., whose design obtained the first premium from among those sent in by twenty-eight other competitors, all of whom were restricted to the Tudor style. The principal front, towards Shaw Street, is 280 feet in length, and comprises a centre and two slightly projecting wings. The magnificent arch, which rises above the central porch, and the lofty Oriel windows, carried up through two stories, with the richly carved canopied niches, and statues of Lord Stanley and Lord Francis Egerton, surmounting them, convey an idea of grandeur which is rarely to be met with. The main building contains four stories, varying from 14 to 17 feet in height; but as the highest is lighted from the roof, only three tiers of windows are shown to the street, and the two upper ones being combined together in a general composition, produce the grand effect of a single range of lofty windows. These four stories comprise 48

apartments, all 25 feet in width, and varying in length from 20 to 50 feet, and are appropriated as school-rooms, a board-room, secretary's room, a library, lecture-rooms, museum, and painting and sculpture gallery, the latter of which is 218 feet in length, and well lighted from the roof. There are likewise retiring rooms, wash-rooms, &c., in each story, and three separate staircases. An octagonal building behind, contains, upon the ground floor, a series of dining-rooms, kitchen, &c., and above, a handsome, well-ventilated lecture-hall, 50 feet high from the floor to the ceiling, with two galleries, containing accommodation for 2,300 persons. A spacious music-room, with rising seats for

nearly 300 performers, opens from the lecturer's platform, through a lofty arch the whole width of the wall of the lecture hall, in which an organ is erected upon a grand scale. In this portion of the building, conveniently situated for the purposes of the lecturer, are a laboratory, apparatus room, lecturer's room, small music rooms, and retiring rooms.

The interior assimilates in style with the exterior, and both exhibit the peculiar and elegant manner of old English Gothic, in which our forefathers so much delighted in the times of the Tudors. The entrance hall, with its richly ribbed and well em-

bossed ceiling, and the splendid staircase, with gallery above gallery, deservedly attract much attention and admiration. The latter is a truly fine piece of architecture. The well lighted upper hall, or first-floor landing, is admirably adapted for the reception of statuary, for which it is understood to be intended. On either side are handsomely finished rooms, with richly embossed cornices, intended for a library and board room. The latter contains the full length portrait of Lord Stanley, painted by Mr. Illidge expressly for the Institution; and a magnificent chimney-piece of Talacre stone, upon which are shields, beautifully carved, in the style of the Tudor period, exhibiting the arms of the two rectors, as well as of the donors of £1,000. Several vacancies are left for future donors of similar amounts. It is likewise intended to introduce into the windows stained-glass shields, bearing the arms of all contributors of £100 and upwards. The lecture hall is approached from the grand staircase by fine wide passages, leading to the body and the galleries through numerous commodious doors. It is a fine structure, comprising five sides of an octagon, with two galleries above the body. The organ is situated at the back of the music room, and in the front and at the sides there are a series of seats declining by steps to the platform, which extends into the body of the hall, and is surrounded by a handsome railing. The hall is lighted from the roof by a large octagonal window, richly groined, gracefully dropping from the centre, and by five lozenge-shaped flat lights placed around it. The body and galleries are so constructed that all can distinctly see and hear the speakers. Indeed, the hall has been pronounced by competent judges to be the best adapted for the purposes of sound, of all our large public buildings. The seats, which have backs to them, are exceedingly commodious in every respect, especially in affording sufficient space for the knees. On the evenings of Tuesday and Friday, lectures are delivered in this hall, to which non-subscribers are admitted on payment of an admission fee.

The foundation stone was laid by Lord Stanley, the patron of the Institution, on the 22d of October, 1840. The Institution comprises three distinct day schools, at different rates of charge, with separate apartments, play-grounds, divisions of the lecture

hall, &c., to each, so as to accommodate the three great classes of society. The Bishop of Chester is the visitor; Lord F. Egerton, the president; the Reverend Rectors of Liverpool, the chairmen; and the list of Governors, and the Board of Management, contain the names of the most eminent and influential of the clergy, merchants, bankers, and tradesmen of the town. The course of instruction comprehends every useful and ornamental branch of education; and the religious tuition is in conformity with the doctrines of the Church of England. There are likewise evening schools, for the instruction of adults, in literature, art, and science; and from the amount of talent which the three day schools place at the command of the directors, these schools afford advantages of an extraordinary description to the inhabitants, upon the most moderate terms. Adjoining the Collegiate Institution, is

### ST. AUGUSTINE'S CHURCH,

Which was opened in 1830, and is capable of containing 1,500 persons. The style of architecture is Egyptian, and the exterior is covered with stucco, in imitation of stone. The lower part of the tower and details of the body are copied from the Choragic monument of Thrasyllus, at Athens; the upper part of the tower is octagonal, with fluted columns upon each angle, the details being taken from the Ionic temple of Ilissus. The interior is plain and neat, with large galleries, supported by massive iron columns running along the sides and west end. In Salisbury Street, nearly opposite this church, is now in course of erection,

### THE CATHOLIC CHURCH OF ST. FRANCIS XAVIER.

The interior of this edifice will be 150 feet long, and 60 feet broad, and it is anticipated that, when finished, it will be not only a most beautiful Gothic church, but one of the most handsome and splendid buildings in Liverpool, or even in all England. We may expect to see it completed in 1847, if the assistance from its admirers and from the public generally be such as to enable the undertakers to proceed with the work without interruption.

From St. Augustine's Church we proceed along Shaw Street, having on our left a row of commodious and comfortable residences, and opposite to these, on our right, some tastefully laid

out pleasure grounds. At the end of the street, we reach Everton village, that great mart for the manufacture of the far-famed toffee. Here we have the "Celebrated Toffee Shop," "The Original Toffee Shop," and the "Old Original Toffee Shop," all candidates for the spare coppers of the rising generation; for, to the latter, this is one of the most important of the very important manufactures of Lancashire.* Passing the Bridewell, a small round building in the centre of a plot of greensward, we will now direct our steps along Everton Terrace, from some parts of which the views are very extensive and delightful. On the right are several large and handsome stone houses, with gardens and shrubberies in front; whilst on the left are seen a great part of the town, the Mersey and its entrance, the Cheshire shore, the fort and lighthouse; and in the distance, are, blending with the skies, the lofty mountains of North Wales. At the end of the terrace, we turn up St. George's Hill, and along Northumberland Terrace, and presently arrive at

## ST. GEORGE'S CHURCH, EVERTON,

A very handsome building of red stone, in the Gothic style of architecture, and consecrated in the year 1814. The greater part of the interior works, the window frames, pillars, arches, groins, roof, &c., are of cast-iron, executed in a light and ornamental manner. By ascending to the top of the tower, which is seventy-nine feet from the ground, a most splendid view will be obtained, well worth the trouble of an ascent. Everton, as a village, is far more ancient

* A short distance down the street, west of the Bridewell, is Everton Crescent Chapel, which belongs to the Independents. It is built of stone, and has a fine pediment in front, supported by four fluted colums of the Ionic order. In Great Homer Street, a few yards to the north, is a Wesleyan Methodist Chapel, having a handsome Grecian front; whilst a little to the south, in Soho Street, is a large Chapel, with a neat stone front, occupied by the Baptists.

than Liverpool, and, in consequence of its elevated and healthy situation, is a favourite place of residence. It has many large and beautiful houses, one of the finest of which is observable on turning along the lane to the east of the church.* This residence is known by the appellation of ST. DOMINGO HOUSE. It was built upon an estate purchased with the proceeds of a French prize ship from St. Domingo, and from this circumstance takes it name. This house is now occupied as a CATHOLIC COLLEGE, under the name of ST. EDWARD'S SCHOOL. It was founded to supply to the children of Roman Catholics, amongst the middle and higher classes in Liverpool, and the neighbourhood, an education of the highest character, and equal to any that can be obtained in the most eminent public seminaries of the Catholic body. From St. George's Church, we proceed along St. Domingo Lane, having before us, in the distance, WALTON CHURCH, a handsome stone edifice, with a high square tower, and a conspicuous object for several miles round. This church, with the village, is hereafter described in our Tour of the Environs. At the end of this lane, we come to

## ST. MARY'S CEMETERY.

The front of this cemetery is exceedingly beautiful; it is constructed of stone, and richly ornamented with coats of arms, heads, turrets, pinnacles, &c. The entrance is through a fine arched gateway of the Gothic order. The ground occupies nearly three acres: on the north side is the chapel, and on the south the minister's house. The interior of the chapel is fitted up with carved oak, and the ceiling ribbed with the same material. Over the entrance appears the following inscription:—"St. Mary's Cemetery, A.D. 1837, *Mors Janua Vitæ*." Near this is situated ST. MARY'S CHURCH, a neat Gothic edifice. Turning to the left, and directing our steps towards Liverpool, we now pass through

* Where the church now stands was formerly an ancient beacon, erected probably in the reign of Henry III. It was a square tower, of three stories, the upper rooms being occupied as a garrison, and the lower used as a kitchen. Above the roof was a stone receptacle, wherein combustible materials were placed, ready for lighting in case of alarm or invasion, communicating intelligence with the distant beacons of Rivington Pike and Ashurst. This beacon was blown down by a storm in 1803.

Kirkdale, and proceed along Scotland Road, in some parts of which the views of Everton Church and village are seen to great advantage, and have a very picturesque effect.* The first public building we come to, is

## ST. ANTHONY'S CHAPEL,

Belonging to the Roman Catholics, and situated on the left hand side of the road. It was erected in the year 1832, and is a large elegant building, in the Gothic style of architecture, having accommodation for a congregation of 1,700. Under the chapel is a deep crypt, containing 654 vaults, each intended only for the reception of one body; besides these, are also vaults under the east end of the chapel, reserved for the clergy, and four larger vaults under the entrance at the west end. In the interior of the chapel are three beautiful altars of freestone, and over these, a window of stained glass. The ceiling has three divisions, a nave and two aisles, paneled with light moulding, and decorated with bosses at their intersections. The chapel is lighted with windows of ground and stained glass, extending along each side. There are also very extensive schools behind, and in connection with this Chapel. A short distance further, is

## ST. PETER'S SCOTCH KIRK,

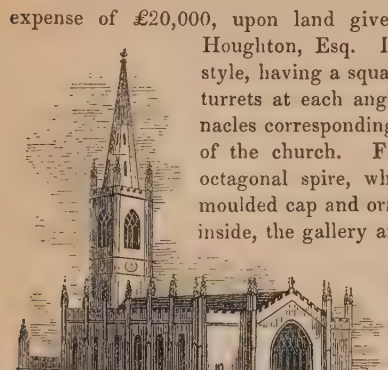
Which is quite an ornament to this part of the town. It is a fine and perfect specimen of the Saxon style of architecture, having, next the street, an elegant tower, ornamented by turrets at each angle, and surmounted by a handsome spire. The principal entrance is through an arched doorway under this spire. Adjoining, is a neat Chapel, belonging to the Wesleyan Methodist Association. Down Oxford Street North, nearly

* A little to the north of St. Mary's Church, is observed the County House of Correction, an extensive building of a circular form, having two wings, and containing 400 well ventilated cells, capable of holding 500 prisoners. The Governor's house is situated on the north side of the gaol; and a handsome Sessions House, built of stone, in the Ionic order, faces the south. The whole was erected under the direction of Mr. Wright, architect, of Manchester. Behind this is the School of Industry, a new and handsome building, erected by the Parish of Liverpool, for the instruction of pauper children in useful trades and occupations.

opposite this Chapel, and a short distance from Scotland Road, is

## ST. MARTIN'S CHURCH.

This handsome structure was erected by government, at an expense of £20,000, upon land given by the late Edward Houghton, Esq. It is built in the Gothic style, having a square tower, with octagonal turrets at each angle, upon which are pinnacles corresponding with others on the body of the church. From the tower rises an octagonal spire, which is crowned with a moulded cap and ornamental finial. In the inside, the gallery and part of the roof of the church are supported by neat iron columns with foliage caps; from the top of these spring twelve moulded arches, with a wall dividing the nave from the two aisles. The burying ground adjoining, extending over 10,000 square yards of land, and enclosed by a high wall, is used as a parochial Cemetery. Proceeding along Scotland Road, we presently come to



## ST. MARTIN'S MARKET,

The fronts of which are of stone, each having a bold appearance; one of them is in Scotland Road, and the other faces Bevington Bush. The pillars in front are of the Doric order, and support an entablature, which is surmounted by a fine pediment. Its dimensions within the walls are 213 feet long, by 125 wide.*

* On the west and south of St. Martin's Market, are a Methodist New Connexion CHAPEL, and the NORTHERN MECHANIC'S INSTITUTION in Bevington Hill, neither of which have anything in their appearance to render them worthy of a visit; whilst the NORTH DISPENSARY, in Vauxhall Road, and ST. BARTHOLOMEW'S CHURCH, in Naylor Street, both elegant stone buildings, are too far removed from our line of route. There are also in this neighbourhood some BATHS AND WASH-HOUSES, erected by the Corporation for the benefit of the poor inhabitants of this part of the town.

Continuing along Scotland Road, we come to Byrom Street, on the left hand side of which is a large, but plainly built, Baptist Chapel. Near the end of the street, on the same side, will be seen St. Stephen's Church, a very plain building, first erected in 1722, for a Protestant Dissenters' Meeting House. On turning up Hunter Street, which diverges from Byrom Street, between the two last-named buildings, we have, on the left side, the Friends' Meeting House. A large and plain building, with its external appearance quite in keeping with the taste of those who frequent its interior. Higher up the same street, on the opposite side, is

## CHRIST'S CHURCH.

It was erected in 1797, at a cost of £15,000, and is built of brick, and ornamented with stone. From an inscription on a marble tablet placed on the right of the church, we learn that the whole expense was borne by the late John Houghton, Esq. by whom the church was further endowed with a suitable and permanent provision for the minister. Besides an organ gallery at the south end, there are two other rows of galleries, an upper and a lower one. The entrances to the former are from the outside, and the latter, from the inside of the church. At the top of the building is a large dome, surmounted by a lantern, with four large windows round it, and a circular gallery near the top. This may be entered from the upper gallery of the church, and the trouble of ascent will be well repaid by the extensive view it commands of the town. At the top of Hunter Street, we enter Christian Street, and have to the left, on the opposite side of the street,

## THE THEATRE ROYAL ADELPHI.

This place of amusement was originally an arena for horsemanship, under the name of the Olympic Circus. It was afterwards rebuilt for theatrical purposes, when it received the appellation of the Queen's Theatre, a name more recently changed to that of the Victoria. It had then but a plain brick front. This has recently undergone a complete transformation; a noble piece of architecture supersedes the old brick building, and columns, statues, and balustrades, gracefully ornament the exterior, whilst

in the interior, taste, skill, and money, have effected a magical change; and the house throughout is fitted up with pure taste, in strict reference to comfort. Passing through Springfield Street, close to the theatre, we come to St. Ann Street, and have before us

## TRINITY CHURCH.

This place of worship was erected by private proprietors, and consecrated in the year 1792. It is a large stone structure, with a tower at the west end, surmounted by vases at each angle. The sides are lighted by two ranges of windows, and on the top is an attic demi-balustrade. Facing the north end of St. Ann Street, is St. Ann's Church, placed north and south, instead of east and west, the usual position for churches. This building, erected at the expense of two gentlemen, is of stuccoed brick and stone, principally in the Gothic style, and has a brick tower at the north end, with pinnacles at the angles. The interior has a richly painted window over the altar at the south end. Near to this church, in Grosvenor Street, is St. Joseph's Catholic Chapel, formerly a church under the Establishment, but sold by the proprietors to the Catholics. Prior to that it was a tennis-court, from which it was altered to a church in 1834. There is little of interest in these two latter buildings to induce us to go out of our way; therefore from Trinity Church we should proceed to the south end of the street. At the bottom of Islington, on the left, we enter Lime Street, and pass the Railway Station, and, continuing along the street, come to the Adelphi Hotel, both of which have heretofore been described. Opposite this hotel, is Ranelagh Street, down which we proceed, and a third time arrive at Waterloo Place, thus finishing our third route, and, with it, completing our tour of the Town.

# A DAY AT BIRKENHEAD.

"The village of but yesterday is raised
To be a populous city! a rich mart!
A system's centre, and its living heart!"

THE commencement of our "little book" contains a somewhat glowing, but no less true, account of the rapid rise of the town and port of Liverpool: with this before us, how shall we express ourselves about its neighbour, Birkenhead? In former editions we were content to class the latter town as an environ of the former, but now, forsooth, her proud spirit will not brook such an indignity; for Birkenhead now aspires to a higher sphere, to that of being an independent town; yea, and to that of being a town of no mean degree of magnitude. Rapid as may have been the rise of Liverpool, ten times more rapid has been and continues to be the rise of Birkenhead. Its township in the year 1818 contained some half dozen dwellings, with a population of about fifty. Three years afterwards this population was quadrupled; in 1831, it somewhat exceeded 2,500, and by the last census the inhabitants were computed at nearly 9,000: again, in but five years, has it more than doubled this latter amount; and now never does a day pass without some addition

being made to the number of its inhabitants, and certainly not far distant is that day when we may expect to compute the population of Birkenhead at a good round hundred thousand. Turn which ever way we will, and what a din of the hammer and the saw, and the chisel and the trowel resounds in our ears; houses erecting by the hundred, and warehouses ordered wholesale; and then there are to be plenty of churches for the churchgoers, and parks so picturesque for the pedestrians; and then again, in some three or four years, do these good people of Birkenhead design and build a dock, that in size will surpass all the docks that it has taken Liverpool a hundred years to obtain.

Leaving Liverpool by one of the ferry steamers, dispatched every half hour from the George's Parade, in a few minutes we are wafted across the Mersey, and landed on the pier at

## WOODSIDE.

This, the most northern of the three ferries at Birkenhead, was established as early as the year 1282, and to within recently existed for 500 years in the family of Price, who were also in possession of the manorial rights of Birkenhead. These privileges and patent rights were a short time since purchased by the commissioners of the township, and the profits that now accrue from the working of the ferry go towards the public improvements of the place. The grant of ferrying passengers across the Mersey was at first accorded to the monks of Birkenhead, who were also permitted to erect houses of entertainment for travellers. The stranger will be much struck with the completeness of the arrangements and the superiority of the vessels used at this ferry, as well as by the admirable formation of the pier—so constructed that a landing can be effected in smooth water at any state of the wind or of the waves; a strong sea wall erected on the centre of the pier sheltering the passengers on one side or the other. The top of this wall runs level with the shore, whilst the slip on either side inclines so that the lower end is flush with the water at the lowest tide. The wall is very broad, and forms a pleasant promenade, whilst on the end next the river is erected an elegant miniature lighthouse, which at night serves the double purpose of giving light to the passengers in embarking and in

HIS HOTEL

disembarking, and warns the mariner from coming in contact with the wall. A beautiful castellated gateway and entrance lodge erected at the top of the slip add much to the embellishment of the place; on one side is the entrance and departure gate for those who contract for a term, and on the other side a similar gate for the public. Classing ourselves among the latter, we will pay our twopence, and pass through. Before us stands the Woodside Hotel, with pleasure-grounds in front, and on our left is the Adelphi; the former occupies the ground where once the old boat-house stood. But a couple of minutes walk from this place is

## HAMILTON SQUARE,

Surrounded on every side by stone-fronted houses, four stories high, and surpassing anything of the kind in Liverpool. In the centre of the square is a beautiful shrubbery, tastefully laid out, and enclosed by iron railings. Near the northern angle of this square is a neat looking INDEPENDENT CHAPEL. The style of the building is Gothic, and, though small, it is not deficient in architectural attractions. Near to the opposite corner is the TOWN HALL, with a neat stone front in the Grecian style of architecture; but this building being found too small for the increasing demands of the place, will ere long be superseded by an extensive and handsome structure, about being erected on the eastern side of Hamilton Square. Close by is

## THE NEW MARKET,

In dimensions greatly surpassing the markets of Liverpool, with the exception of St. John's. The shape is somewhat similar to the latter, being a quadrangular building, 430 feet long, and 131 feet wide. The exterior of the building is quite plain, but in the interior every modern improvement has been made available, and there is every accommodation in regard to the shops and stalls. It is lighted by double rows of skylights, and is divided into three avenues by two rows of iron columns of a very neat pattern, which support the wrought iron roof; above the latter are placed tanks for the supply of water, by pipes and taps, to all the stalls. The whole is excavated below, the vaults forming admirable store-rooms for the reception of various com-

modities. Near to this spot is a building used as a public school. Passing from Hamilton Square at the western corner, we have on our left a Wesleyan Chapel, erected by public subscription in 1830. The building is of brick, with stone front and portico. Proceeding on our way, at a little distance on the opposite side of the street, is

## THE HOLY TRINITY CHURCH.

It is an elegant stone structure, in the Norman style; the most striking feature about the building being the predominance of strange looking grotesque heads, some of them with distorted countenances, which give it an appearance of singularity. The principal entrance is under the tower, by a deep recessed ornamental doorway, having two windows above supported on small

arches. The tower is highly embellished with mouldings and pierced work, the belfry being separated into divisions by dwarf windows. The plans and designs were furnished by Messrs. Cunningham and Holme, of Liverpool, under whose superintendence the church was erected. Leaving this spot, we must now turn towards the left, and, passing through any of the streets in that direction, shall shortly reach

## CLAUGHTON PARK.

This park was originated by Mr. William Jackson, whose princely mansion is prominently placed on the side of the hill before us, and the whole laid out with consummate skill and in very great taste by Mr. Paxton, the celebrated landscape gardener to the Duke of Devonshire. The extent is 180 acres, of which two-thirds are appropriated for ever to the public, and the remaining third will be sold for the erection of villas, terraces, &c. The elevation of these will be subject to the approval of the commissioners, and permission to erect a house less in annual value than £70 will not be given. In that portion of the park appropriated to the public are two beautiful serpentine lakes, on which float boats, swans, and wild-fowl. These lakes are crossed in several places by rustic bridges; and, when coupled with the surrounding undulating ground covered with shrubberies, grass-plots, and flowers, the whole scene is at once beautiful, diversified, and romantic. A short distance from the western extremity of the park rises Flaybrick Hill. This will speedily be formed into the Public Cemetery. The stone taken from the place is used in the erection of the sea wall for the new docks, and it is being removed in such a manner as to leave the hill of a pyramidal form, with a spiral road to the top; the high side of which will be appropriated for catacombs and tombs, ornamented with shrubs and flowers. A short distance further to the west is

## BIDSTON HILL,

With its lighthouse, telegraph, and line of signal poles. This place is well worthy of a visit, for the purpose of witnessing the extensive view it commands of the surrounding country, of parts of Wales, and of the entrances to the Mersey and the Dee. The telegraph communicates on one side with Liverpool, and on the other with Hilbre Island. The lighthouse was built in 1771, and is a prominent landmark to the mariner on his passage out and home. The forest of signal poles with which it is surrounded give it, at a distance, an extraordinary appearance—that of a dock or harbour on the top of a hill. Hence the merchant vessels, bound to Liverpool, are signalled and telegraphed in the offing; the poles alluded to bearing the private signals of different

merchants. From this spot we have a fine view of the extensive works in progress, in the formation of the magnificent docks to which we before alluded, together with a grand view of the towns of Liverpool and Birkenhead, the river Mersey rolling rapidly between.

We shall now return to the Woodside Ferry, at a short distance from the side of these docks, passing on our way a whole colony of cottages, erected by the Dock Company for the occupation of their labourers; and adjoining to them we find, in course of erection, an elegant church, with parsonage house and school. These are being erected and endowed at the cost of William Potter, William Jackson, and John, Macgregor, and William Laird, Esquires. Between this spot and the ferry, on the left, are the extensive iron ship-building yards of Mr. Laird; also a patent slip, by the aid of which ships of the greatest burthen can be lifted out of their watery bed. But it is now time we said something about the great works here in progress, and relative to

## THE DOCKS OF BIRKENHEAD.

They are being formed by the simple process of sluicing the water of the Wallasey Pool, an inlet or creek of the Mersey, which runs some distance inland, and separates the town of Birkenhead from the village of Seacombe. For the formation of these docks application was made to Parliament for an Act in the year 1844, which, though strenuously opposed by the dock committee of Liverpool, they speedily obtained. Armed with their Act, no time was lost by the commissioners in setting about their work, and on the 23rd of October, in the same year, the first stone was laid, amidst great rejoicing, by Sir Philip de Malpas Grey Egerton, Bart., one of the members for that district of Cheshire in which Birkenhead is situated. The contractor for the works is Mr. John Tomkinson, the builder of many of the large edifices in Liverpool, and one well qualified for the important trust reposed in him. The tidal basin of sixteen acres for coasters will be first formed. This basin will have two entrances, formed by the construction of an oblong island, between the point of Woodside Ferry Pier and the southern corner of the sea-wall, to the north, which is to enclose Wallasey Pool. An opening of

300 feet wide to the great low-water basin of thirty-seven acres will be left about the middle of the sea-wall, to be constructed along the low-water margin of the river, from Seacombe Point as far south as the tidal basin. The low-water basin will be excavated to a depth of twelve feet below low-water spring tides, walled with convenient wharfs, and in every respect made suitable as a place of refuge for the numerous vessels that so frequently were obliged to seek shelter by running aground on the sand banks which constitute its site. This basin will communicate with a small three-acre dock, and also with the great floating dock of 150 acres, thus affording an amount of dock accommodation equal to 206 acres, being a trifle more than that on the Liverpool side of the river, the intended north and south docks included!

## DOCK WAREHOUSES

Will be constructed by a company, with a capital of £1,000,000, round the interior pool or dock of 150 acres. Some of the first merchants and capitalists in the country are concerned as shareholders, and the warehouses are to be erected much upon the same plan as those at St. Katharine's Dock, London. The arrangements for the prevention of fire will be complete, as well as for protection against pilferage—at present a great source of loss, not only to the merchants at Liverpool and other ports, but also to the revenue. It is intended that a branch from the railway shall run into every warehouse, so that the goods taken from those warehouses need not be removed from the truck until they reach their destination, and thus the heavy expenses of cartage, porterage, &c., is saved. Returning to Woodside Ferry, we proceed a little to the south, and shortly come to

## THE MONK'S FERRY,

One of recent establishment, and between which and Liverpool steam-boats are constantly plying. Adjoining, on one side, is the Monk's Ferry Hotel, a splendid establishment, with a fine frontage to the river; and, on the other side, is the station of the Chester and Birkenhead Railway. From this point the railway is carried under the town by means of a tunnel, from whence it emerges nearly half a mile distant, close upon the old station of

the company. Near this latter place is the CATHOLIC CHAPEL OF ST. WERBURGH, a pleasing structure, built of free stone, with a burial-ground attached, and having at the rear of the building a suitable house for the minister. A short distance to the north of this Chapel, in Conway Street, is the SCOTCH CHURCH, built in the Gothic style, with a front of stone, and combining neatness of external form with internal convenience. In Grange Road the Wesleyan Methodist Association are erecting a neat and spacious Chapel, in the Italian style of architecture. Behind the Catholic Chapel is

CLIFTON PARK,

Another of the beauties of which Birkenhead can boast. The entrance lodge is near to the railway station in Grange Lane. Passing the chapel, we have a slight ascent, with, on each side, a number of the most elegant mansions rising one above another on the hill side. It will not be labour lost to ascend the hill to have another fine and extensive view of the two towns and of the river. In the hollow just below are the gas-works and the slaughter-houses. This eminence is called HOLT HILL. Not far from it, on the right, is the small country village of UPPER TRANMERE, with the tower of its church just visible. Towards the river is the village and ferry of TRANMERE, and here we shall now direct our steps. At this ferry the river flows a little inland, forming a small bay, with the pier near to one side of it stretching for some distance into the river. Between this and Monk's Ferry before mentioned, stands

BIRKENHEAD FERRY,

Having a fine commodious slip, but shorter than the slips at other ferries, owing to the greater depth of water nearer shore. Between this place and Liverpool steamers also run half-hourly. The hotel is a large and admirably conducted house, standing on the northern side of the slip: connected with it are pleasure-grounds and gardens, as well as an excellent bowling-green. Not far distant stands

ST. MARY'S CHURCH,

A handsome structure, in the Gothic style of architecture. The tower contains a peal of six bells, and its fine spire adds much to

BIRKENHEAD FERRY

the picturesque beauty of the town, and forms an interesting object from the river. This church was erected in 1819, by F. R. Price, Esq., the lord of the manor, and since then has been enlarged by the addition of two transepts. Adjoining the church-

yard are the ruins of the ancient Abbey of Birkenhead, to the erection of which the place owes its origin. It was founded in the year 1190, by Haman Massie, then Baron of Dunham. The monks belonging to it had the privilege of carrying passengers between Birkenhead and Liverpool, the charge being, for persons on foot one farthing, and for horsemen twopence each. The annual revenues of the Abbey, at the period of its dissolution, were valued at £90 13s. An old grave-stone was discovered beneath the ruins a few years ago, which has since been placed in the wall of the old chapel. The inscription is in Latin, and is nearly half obliterated; the following is as near the sense as can be ascertained:—

Here lyeth Thomas Rayneford, formerly the Vicar of this Priory, who died on the 20th day of May, in the year of our Lord, 1373; to whose soul may God be merciful.

The ruins have an interesting appearance, and plainly show

the building to have been of considerable size and beauty. Amongst them are to be found several fine groined arches, with various remains of windows, pillars, &c. We here give a representation of the window at the end of these ruins, as it appeared when not in such a dilapidated state as at present. At a time when not surrounded by houses, from its being situated on a rising ground, this ruin formed an agreeable scene from the river and the opposite shore.

We here close our wanderings through this new town, and, in passing through the place, have pointed out to our companion all that is worthy his attention. We doubt not but that he will have found much to interest and to instruct, and will for a long time pass pleasantly over in review the sights he saw, and the lessons he learnt, when with us he spent

A DAY AT BIRKENHEAD.

O Nature! woods, winds, music, valleys, hills,
And gushing brooks,—in you there is a voice
Of potency, an utterance which instils
Light, life, and freshness, bidding Man rejoice
As with a spirit's transport; from the noise,
The hum of busy towns, to you I fly.

THE towns and their attractions having received their due meed of praise at our hands, it is now time that our attention was turned towards the surrounding country; and certainly 'tis pleasant, very pleasant, after a residence, be it short or long, in a large town, to be again permitted to wander o'er the meadows and through the woods of a charming rural district. The Environs of Liverpool are both varied in character and

picturesque in appearance;—an undulating country, beautifully wooded and thickly studded with the magnificent mansions and handsome residences of the "Merchant Princes," extends for some miles around, and gives an additional lustre to the important town it has been our lot to delineate. We know of no pleasanter sail north of the Wye than that on the Mersey; on either bank of its broad estuary are beheld numerous beautiful villages and charming villas, with here and there some tall tower or pointed spire rising majestically above the surrounding woodland scenery.

On the Cheshire side of the river are several pretty ferries, to each of which every half hour or hour, as the case may be, does some well-appointed steamer sail; whilst those environs in Lancashire, situated both inland and on the shore, are easily reached by the innumerable omnibuses continually passing to and fro.

We have thrown together, into the form of an appendix, intelligence as to the time these steamers and omnibuses start; as we conceive in that form it is more compact and readier of reference than if mixed up with our description.

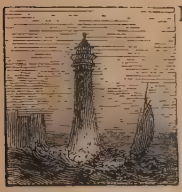
Till the visitor has made the tour of the environs, he will have no idea of the splendour of the private dwellings of the opulent Liverpool merchants, and of the taste displayed in the arrangement of their grounds. But as we have done with the town, so shall we do with the environs. The former, for the convenience of description, we divided into a series of routes; the latter, for the same sake, we shall now arrange into a series of five excursions. Of these we shall appropriate two to the environs situated in Cheshire, and three to those in Lancashire.

# THE ENVIRONS.

## CHESHIRE.

### FIRST EXCURSION.

SEACOMBE—EGREMONT—MAGAZINES—FORT—LIGHTHOUSE—NEW BRIGHTON —LEASOWE—WALLASEY—LISCARD—SEACOMBE.



IN visiting the villages on the Cheshire side of the Mersey, the stranger will find much to interest and amuse him, and will consider himself amply repaid for the time spent in a stroll along the shores of the Mersey and the sea. For convenience sake, we shall divide these Cheshire villages into two excursions; we shall first visit those to the north, and then those to the south of the town of Birkenhead. To commence our first ramble from Liverpool, we must proceed to the Pier at the south end of Prince's Parade, and then embarking by one of the steamers crossing the river every half hour, a ten minutes' sail will bring us to the village of

### SEACOMBE.

At this pleasant little place are numerous pretty and comfortable residences, and a large Hotel; not far from the latter an elevated spot is arranged as a tea garden, whence, in front, a delightful view is afforded of Liverpool, with her long line of docks and warehouses, her spires, and domes, and towers. To the left is a view extending seawards, varied every moment by the transit of vessels of all sorts and sizes, working an entrance into or passage from the port; whilst, on the right, is a milder scene—the river appearing to form a smooth lake, surrounded with smiling scenery, bearing on its bosom a rude inland craft; and, immediately at our feet, flows the majestic stream which causes the bustle and animation and prosperity of all around.

Walking along the shore, about a mile to the north of Seacombe, we come to

EGREMONT,

A pleasant marine residence, having a large hotel, and several handsome dwellings. A little to the west of the hotel is a church, for the joint accommodation of the inhabitants of this place and Seacombe; though the latter place does not possess a church of its own, it has two or three neat dissenting places of worship. Ferry-boats ply between this village and Liverpool, in summer, every half-hour; and, in winter, every hour. A mile further to the north is

THE MAGAZINES,

A small village, which has partaken of less improvement than any of the places on the river's bank; this may perhaps be accounted for, partly from its not being in the immediate vicinity of any ferry, and partly from the receptacle of gunpowder being here situated. The Powder Magazines, from which the village takes its name, are placed a little to the rear, and appear like a range of low cottages or stables. All vessels entering the port are obliged to lodge their stores of powder here, and are again supplied with it when outward bound. The country in this neighbourhood is very beautiful and fertile, considering that a few years ago all the land for miles round was nothing but great heaps of sand. Leaving this place, we continue along the shore, and shortly arrive at the mouth of the river; here is the pier, where the New Brighton steamers land and receive their passengers. These steamers ply to and from Liverpool every hour, in summer only.

Before us are

THE FORT AND LIGHTHOUSE,

Both of which, at high tide, are completely surrounded by water. The former is very strongly built: its form is that of a trapezoid, covering a space of nearly 4,000 yards. It is approached from the main land by means of a draw-bridge, and mounts sixteen pieces of cannon, with others in the embrasures of the towers. Every large vessel entering the Mersey is compelled to pass within 900 yards of this fort, on account of the sand bank at the

entrance of the river. The merit of the design is due to Captain Kitson, of the Royal Engineers.

The LIGHTHOUSE is constructed of Anglesey marble, and is considered a master-piece of its kind. It rises about ninety feet above the rock, and is proof against the most violent storms and hurricanes. Each stone is worked to a given geometrical form, and made to lock and dovetail into that adjoining with great accuracy: and the whole is cemented together by a liquid volcanic substance, brought from the vicinity of Mount Ætna, which, in the course of time, becomes harder than stone itself. It was built by Mr. Tomkinson, from the design of Mr. Foster, at an expense to the Corporation of £27,500. The lantern is illuminated by revolving lights, two of which are brilliantly white, and a third a deep red, and are visible from a great distance out at sea.

## NEW BRIGHTON,

Is a place that has already taken a prominent station in the list of fashionable Watering Places, and in several respects bids fair to eclipse even the attractions of its more distinguished namesake. Highly favoured by nature, in a romantic point of view, the striking features of this locality have been taken advantage of in constructing a series of marine villas, combining every accommodation that can be desired; and these, rising one above the other, so that they all equally share the breezes of the sea, have a most picturesque effect, as viewed from a distance. Spacious streets have been formed of fifteen yards in width and nearly a mile in length; fine hotels have been erected, and villas are thickly scattered, remarkable for their beauty of exteroir. A reservoir, supplied from a fine spring on the beach, and capable of containing 1,600 gallons of water, has been constructed for the convenience of the resident population. New Brighton has rapidly increased, and is still increasing; it is, certainly, one of the best situated and most delightful Watering Places in this part of the country, and is every way deserving of the popularity it has obtained. If our visitor feels inclined to finish his walk at this place, he can shortly reach Liverpool by the steamer just alluded to; but, in case he would wish to extend his ramble, we continue with our description. Proceeding to the west, along the

sea shore, and passing some rocks, called the Red Noses, famed for their extensive natural excavations, after walking about three miles, we arrive at

## LEASOWE CASTLE,

A fine old building, pleasantly situated on the sea coast. Some parts of this Castle have a very antiquated appearance, whilst others are evidently of modern construction. Visitors are allowed to go on the roof, from whence they have a most delightful and extensive view of the sea, and of the neighbouring country. The Castle is the property and country residence of Colonel Sir Edward Cust. About a quarter of a mile from the Castle is a substantially built Lighthouse. A mile or two from Seacombe, a monument is erected to the memory of Mrs. Boode, of Leasowe Castle; it has a small spire rising from it; and an inscription on the base informs us that it was raised for the purpose of commemorating a fatal accident which occurred to that lady near the spot.

From Leasowe, we cross over the country to Seacombe, a distance of about four miles, passing first through Wallasey, a pretty rural village, having a neat church; and then through the hamlet of Liscard, which contains several rustic dwellings. Arriving again at Seacombe, we complete our first excursion among the villages in the vicinity of Liverpool.

# THE ENVIRONS.

## CHESHIRE.

### SECOND EXCURSION.

ROCK FERRY—NEW FERRY—BEBBINGTON—BROMBOROUGH—EASTHAM—HOOTON HALL—EASTHAM FERRY.

THE second excursion in Cheshire, comprises the villages to the south of Birkenhead, and can be either commenced by a walk from the latter place, or from Liverpool by a sail in one of the river steamers, to

### THE ROYAL ROCK FERRY,

One of the most beautiful of the many pretty villages on this coast. Adjoining the pier is an excellent hotel, from which the neighbouring scenery of land and water is picturesque and diversified. The Rock Lane, branching off to the right, contains many excellent and beautiful mansions. At the top of this lane, is ST. PETER'S CHURCH, a handsome edifice of recent construction, forming a pretty object to the surrounding neighbourhood. Near the hotel, and adjoining the water, is a neat building, comprising a suite of Public Baths, from which a noble parade extends about half-a-mile along the margin of the river. Steamers regularly ply between this ferry and Liverpool, every half-hour in summer, and every hour in winter. Walking along the parade, on the right we have many pretty marine villas; whilst on the opposite side, in the river, are the LAZARETTOS, or QUARANTINE VESSELS. These are the hulks of several discarded men-of-war, into which the cargoes of all vessels from the Mediterranean, not having clean bills of health, are discharged, for the purpose of performing quarantine. All vessels having unclean bills of health are also moored here, and are compelled to have a yellow flag flying.

Proceeding along the parade, at the south end we come to New Ferry, a place which latterly has been much improved, but it is not to be compared to the ferry last described. Here are several neat cottages, that, in summer, are generally occupied by visitors who come hither for change of scene and atmosphere. The vicinity is very rural and pleasant. Small ferry-boats are continually passing between this place and Toxteth Park, on the opposite side of the Mersey.

About half-a-mile's walk along a lane to the right, brings us into the New Chester Road, which, for some distance, runs almost parallel with the railway. Proceeding along this road, we leave on the right, Bebbington, a rural village, having an ancient church, its ivy-mantelled spire rendering it a pleasing object; and passing through Bromborough, a neat hamlet, we come at a distance of four miles from New Ferry, to the village of

## EASTHAM.

This place is composed of small but neat residences, and has a church of great antiquity, of which Inigo Jones, is the reputed architect. In the neighbourhood is Hooton Hall, the noble seat of Sir William Stanley, surrounded by an extensive park, fine meadows, and beautiful woods. Eastham Ferry is situated on the river, about a mile from the village. The hotel is of recent erection; it is a comfortable and an agreeable hostel, and a favourite place of resort during the summer months. The pleasure grounds attached, are prettily laid out, and command an extensive view of land and water scenery; whilst the neighbouring picturesque woods offer to the pedestrian several delightful walks and prospects. Steamers ply between this ferry and Liverpool several times during the day; and by one of these we must now return to the latter place, not doubting but our tourist will have been much gratified by his excursions in Cheshire.

HOTEL.

# THE ENVIRONS.

## LANCASHIRE.

### FIRST EXCURSION.

BOOTLE—SEAFORTH—WATERLOO—CROSBY—INCE BLUNDELL—SEFTON—AINTREE—WALTON.

HAVING brought our wanderings amongst the villages in Cheshire to a close, we will now turn our steps and our attention to those situated on the opposite coast of the Mersey. These we shall divide into three excursions. First, we will take the environs on the north of the town of Liverpool, then will we wander in the east, and after that, finish our description and our survey, by a tour to the south. The first village we arrive at in our northern excursion, is BOOTLE; it is situated at the mouth of the Mersey, distant about two miles from the town, and in summer is much frequented for sea-bathing. The church is built of brick, and only remarkable for having two towers. On the sands are two lofty pillars, erected as landmarks for the mariner, on his entrance to the Mersey. A mile beyond Bootle, is SEAFORTH, a modern marine residence, comprising several handsome houses, and a picturesque church. Seaforth House, a spacious and elegant mansion, is the property of Sir John Gladstone, Bart. The villages of LITHERLAND, LINACRE, and ORRELL, a little to the west, are pleasant and healthy places, but these we shall pass, and proceed along the coast to

### WATERLOO,

A newly-established, but much frequented watering-place. Here are two good hotels, and a fine marine crescent, commanding extensive prospects of the entrance to the Mersey, and the port

of Liverpool, with parts of Cheshire, and the northern coast of Wales. There is also a neat church of recent erection. A little further to the north, is the pleasant village of Crosby, with its church and grammar school, and further still, at a distance of eight miles from Liverpool, is Ince Blundell. The Hall—long the seat and residence of the Blundell family, contains a gallery of pictures and sculpture, and several specimens of sculpture, antiquities, &c., are dispersed about the grounds. A short distance to the west, and near to the shore, is Formby Lighthouse, a prominent object on approaching the mouth of the Mersey. A mile to the south east, is the pretty village of

SEFTON,

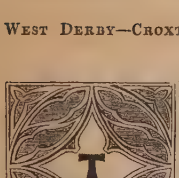
With its fine Gothic church, surmounted by a handsome spire. The interior of the church is very beautiful, and contains several ancient monuments of various ancestors of the Molyneux family, who derive the title of Earl of Sefton, from the village. A magnificent screen, containing sixteen stalls of elegant sculpture, divides the chancel from the body of the church. A mile nearer Liverpool is, Aintree, where we have the course on which the Liverpool Races are held. The Grand Stand is a beautiful edifice, surpassed by none in the kingdom. In Stand Park, near to this, formerly stood the residence of the Molyneux family, but the estate is now divided into farms. Half-way between Aintree and Liverpool, is Walton, the parish to which the latter formerly belonged. The church has recently been rebuilt in an elegant style, and received the addition of a handsome tower, together with a large and powerful organ. The village comprises a number of neat houses, and is pleasantly situated on a rising ground. Descending the hill, we now approach the town, and passing through Kirkdale, arrive in Liverpool, and thus complete our first excursion.

# THE ENVIRONS.

## LANCASHIRE.

### SECOND EXCURSION.

WEST DERBY—CROXTETH—KNOWSLEY—PRESCOT—HUYTON—ROBY—CHILDWALL—WAVERTREE.



THIS excursion we before mentioned, contains the villages to the east of Liverpool. In commencing it, we shall leave the town by passing the Zoological Gardens, and proceed along a road prettily lined with the residences of the more wealthy merchants. The Italian looking residence on the right that we pass on our way, is THE BROOK HOUSE, a private asylum for the reception, as patients, of those members of the higher classes who have the misfortune to be afflicted with insanity. But let us proceed, and at a distance of four miles from town arrive at

### WEST DERBY,

A pretty village with a picturesque neighbourhood, thickly strewed with the mansions and villas of some of the more favoured of mankind. This township is chiefly the property of the Earl of Derby, who derives his title from its possession. Not far distant to the east stands pleasantly situated in a large park, CROXTETH HALL, the seat of the Earl of Sefton, who takes his title from the village of that name, mentioned in our last chapter. The Hall was erected in 1702, and is constructed of brick, with the addition of ornamental stone dressings. In the front is a terrace, ascended by a broad flight of steps. The back of the house was formerly of wood and plaster, but was rebuilt with brick in 1805. A little more than a mile farther to the east, we have KNOWSLEY HALL, the principal seat of the Earl of Derby, situated on an elevation in the centre of a large and picturesque park. The mansion has evidently been erected at different

periods; its most ancient part is of stone, and has two round towers. This is said to have been raised by the first Earl of Derby, for the reception of his son-in-law, King Henry VII., on whose head the crown, taken from the tyrant Richard III., after the battle of Bosworth-field, was placed by this nobleman, who had been one of the main instruments of Richard's victory. This interesting mansion is decorated with a large and very valuable collection of paintings by the old masters. Near at hand, occupying a lofty situation, is the town of

## PRESCOT,

In which a small market is held every Tuesday. This place is celebrated for the manufacture of small files, and watch tools, and movements, whilst in the neighbourhood are many collieries where much coal is raised. The church is spacious and very ancient, and its lofty spire forms an interesting object to the surrounding country. This town chiefly consists of one long, straggling street, and stands on the main road from Liverpool to both Manchester and London, and consequently in the time of stage coach travelling, had a much more lively appearance than we find it now to possess. But it is time we turned our steps towards home; therefore, proceeding in the direction of Liverpool, after a two miles ride, we have a little to the left of the main road, Huyton, a village and station on the Liverpool and Manchester Railway. A mile from the latter is Roby Hall, said to stand in the place of a very old mansion formerly there situated. Another mile, and we come to

## CHILDWALL,

A romantic village, pleasantly situated, and having an extensive inland prospect. This place is a favourite holiday resort for the people of Liverpool. Childwall Abbey is a castellated edifice, in the Gothic style, belonging to the Marquis of Salisbury. The church is very ancient, and has a neat spire with a peal of bells. This spot affords one of the most beautiful and picturesque panoramic views to be found in this part of Lancashire. Half-way to Liverpool is Wavertree, a large and pleasant village, containing numerous residences of the more opulent classes, together with an old church and an Independent and Wesleyan

Chapel. Near to a sheet of water, we find an ancient well, over which is an inscription, bearing the date of 1414. The cutting for the Railway, at Olive Mount, near to this place is a stupendous excavation; it is in one place seventy feet below the level of the ground. We are now only two miles from Liverpool; but let us turn to the right, and crossing the Railway, proceed to the Old Swan, if only for the purpose of seeing the splendid Catholic Church of Saint Oswald. It is erected in the old ecclesiastical style, in strict accordance with the traditions of our Catholic forefathers, and has a handsome Tower at the western end of the nave, surmounted by a stone spire, the latter terminating in a gilt cross. On entering at the western door, the whole length of the nave and church is perceived. The roof, which is of red pine, stained, is supported by corbels, with images of angels, bearing shields, charged with the armorial bearings of all the canonised Kings of England. This roof is at present plain, but it is intended at a future period to enrich it by gilding and colour. The seats are all open, and similar in construction to those which existed in the old English parish churches. Close to this church, we again enter the main road, and have at about a mile distance on the right, Knotty Ash, a pretty rural village with a neat church; but let us turn our steps to the left, and after a short ride, we shall pass the Botanic Gardens, and again enter Liverpool. These Gardens are open to the public gratuitously every Monday and Friday, from four to nine in the evening, and are really worthy of a visit.

# THE ENVIRONS.

## LANCASHIRE.

### THIRD EXCURSION.

TOXTETH PARK—PRINCE'S PARK—THE DINGLE—AIGBURTH—GARSTON—SPEKE HALL—HALEWOOD—GATEACRE—WOOLTON—ALLERTON.

OMMIT yourself again, kind stranger, into the company of your cicerone, and we will now show you o'er the prettiest of our picturesque environs; for like the school-boy, who places on the side of his platter the daintiest morsel for his last mouthful, so have we apportioned our most pleasant scene wherewith to conclude this, our descriptive drama. We will leave the town on its southern side, and pass through that portion of the borough called

### TOXTETH PARK,

The greater part of which has already been described in our account of the Southern Docks, and in the second route of our Tour of the Town. In the former we mention this as having been formerly a Royal Park, but afterwards falling into the possession first of the Earl of Derby, and then of the Earl of Sefton. By this latter nobleman, it has been disposed of to numerous purchasers, who have erected various suburban residences on that part most distant from the town. Proceeding for some distance along Park Road, at its termination we find an ancient but picturesque ivy clad chapel, surrounded by a burial ground. This is the oldest dissenting place of worship in the neighbourhood, it having been occupied by the dissenters from 1662, in which year its

minister was ejected from the Established Church. It is now in the possession of the Unitarians. Within a few footsteps is the entrance to THE DINGLE, a romantic spot, appropriately named. It is the property of Joseph Brooks Yates, Esq., and by his kind permission, the public are allowed to wander through it every Wednesday and Thursday. We are there on one of these days, so let us enter, and presently we exclaim, a

> "Fairer spot,
> Thou giv'st not, England, to the tasteful eye,
> Nor to the heart more soothing,"

Than this enchanting dell, *The Dingle*. The grounds extend to the bank of the Mersey, and a rural ramble here is always a pleasing source of enjoyment. Let us proceed on our way, and, at a few hundred yards distance from the chapel just named, we find the entrance to

## THE PRINCE'S PARK.

To the philanthropic spirit of Richard Vaughan Yates, Esq., are the public indebted for this ornament of the neighbourhood and blessing to the town. That gentleman having conceived the idea of forming a park, that should be delightful, both as a site for the mansions of the merchants, and as a place of recreation for the inhabitants of Liverpool, purchased a large plot of land for that purpose, from the Earl of Sefton; and that nobleman, with his wonted generosity, contributed £1000 towards beautifying the grounds. The place is yet but in its infancy, but when we are dead and gone, will the wide-spreading branches of its trees form a pleasant shade to the members of young Liverpool; along its walks will they wander, and o'er its lake will they smoothly sail, and then will they bless the name of him who left them such a boon. That simple but impressive notice speaks volumes: "If you will carefully avoid walking on the grass, it will remain green and beautiful for you." What an improvement o'er, and how much more effective, is this appeal to the better feelings, than the hackneyed and often unheeded, "Trespassers will be prosecuted with the utmost rigour of the law." At present but a dozen houses are erected within the bounds of the park, but these, as well as the sites of those yet to be built, are so placed, that they

interfere not with the imposing prospect we here have of the Mersey's stream, the hills of Cheshire, and the mountains of Wales, or of the beautiful surrounding wooded scenery. The Park is laid out with great taste and artistic skill, and the inequalities of the grounds are taken advantage of with great ingenuity and much judgment. Near the centre a large sheet of water forms a handsome lake; it contains a small island, reached by a Chinese bridge, and has on its margin a pretty boat-house, and a quantity of effectively arranged rock-work. At the entrance nearest the town is a classical lodge, a subject of general admiration to all. Passing from the park, at the gate by which we entered, we must now proceed along the beautiful avenue of trees nearly opposite. On our right, and on our left, we have mansions, any one of which a prince might be proud to possess. A short step from this road, on the right, is the church and hamlet of St. Michael. The church and its situation are such as the lover of a quiet rural scene would be delighted with. It is surrounded by trees, and built in a neat style, a great portion of iron being used in its erection. Pursuing our path along the road, at the distance of three miles from Liverpool, we reach the beautiful and aristocratic village of

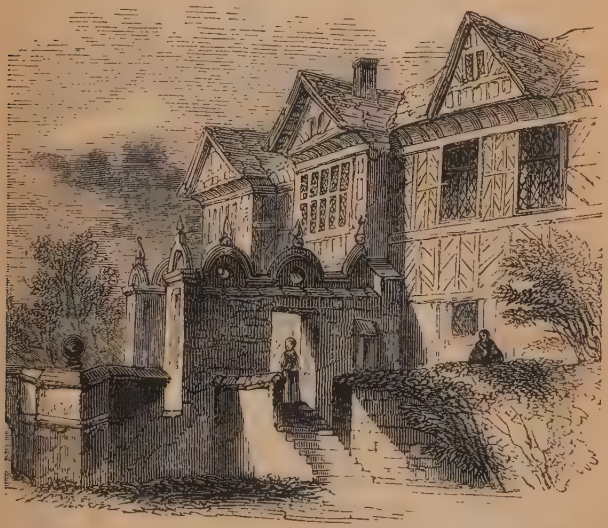
## AIGBURTH,

Situated for some distance along the banks of the Mersey. A short way along the village, on our right, is St. Ann's Church, a handsome modern stone structure, in the Norman style of architecture. The principal entrance is at the east end, under a tower sixty-five feet high, finished with a richly ornamented battlement, and having a highly traced cornice, ornamented with numerous grotesque faces, so common to this style. The interior is very elegant and highly decorated; it has a segmented ceiling, with large ribs of grained oak, and a handsome gilded altarpiece, upon which the light is cast through a stained glass window, representing Christ Healing the Leper. The church was built from the designs of Messrs. Cunningham and Holme, and the site was given by John Moss, Esq., the owner of the Otterspool Estate, on part of which the building is erected. There is also a Catholic chapel in the village. The country here

is most charming; it is thickly studded with the villas of the most wealthy merchants, and the view is picturesquely made up by wood and water, beautifully blended. Proceeding along the Mersey's bank for two miles, we arrive at the village of GARSTON, where we find some extensive salt works; but these we will pass, and another couple of miles will bring us to

## SPEKE HALL,

A visit to which is an interesting treat to the lover of antiquity. For our description and illustration of this place, let us borrow



from a recent and highly embellished work on the stately homes of Old England.* The hall and adjacent estates are the property of Richard Watt, Esq., of Bishop Burton, but they are in the occupation of Joseph Brereton, Esq., a merchant of Liverpool. The history of the mansion, preserved as it is from a very early period, is curious and interesting; but the limits of a little work

* "The Baronial Halls and Picturesque Edifices of England."

like this will not allow us to enter upon it. Speke Hall is among the best specimens of its class that endure in England. It is built of wood and plaster, and was formerly surrounded by a moat, the remains of which are easily traced although long ago filled up by gravelled walks and flowering shrubs in rich abundance. A stone bridge, with high piers, leads to the principal

front; and the house is entered through a picturesque stone porch. Two large oak doors open from this porch into an inner court of an oblong form, in which two enormous and venerable

yew trees still flourish. The great hall is very lofty; a fine oak wainscoting reaches from the floor to the ceiling, which is of oak also, crossed by large beams, deeply moulded, forming squares, which are again crossed diagonally by small moulded ribs: here is also a wainscot mantelpiece, said to have been brought from the king's palace at Edinburgh, after the victory at Flodden Field. In a deserted room adjoining, in olden times the drawing room, is a magnificent carved oak chimney-piece, representing a pedigree of the Norris family for three generations. This family were in possession of the property for a long series of years. A short distance to the east of the hall is the quiet village of SPEKE; and about three miles further east is

## HALE,

A delightful village, and a picturesque pleasure resort. This village is also situated on the Mersey. Here was born, in 1578, John Middleton, a giant, possessed of extraordinary strength, and called the "Childe of Hale." He was nine feet three in height, and his hand was seventeen inches long. Hale Hall is a very ancient house; the north front is constructed of brick, with stone ornaments, and a great part of it covered with ivy. The south front was rebuilt in 1809, in a style of architecture harmonising with the rest: this front commands a fine view of the Mersey.

The village of Hale is one of the most ancient, rural, and picturesque in the North of England, and is one of the very few now left of the olden time. A charter to hold a Market and a Fair was granted to it by King John. On the west side of the Parsonage Green is an antique grape vine, by tradition more than 300 years old, the stem of which about a foot in diameter, although rugged and perforated through in several places by age, still spreads its branches luxuriantly over the roofs of the adjoining cottages, and produces a yearly vintage of grapes. In the vicinity is the village of HALEWOOD, where is to be found an antiquated and secluded building, called the "Hut," formerly the residence of the lords of the place. Turning our steps now towards Liverpool, we have, from two to three miles distant, the villages of WOOLTON and GATEACRE, pleasantly situated in the midst of rich and lovely scenery, and containing numerous resi-

dences of the gentry and opulent merchants. A mile still nearer home is ALLERTON HALL, formerly the residence of William Roscoe, Esq., the historian of the Medici, by whom it was greatly improved. The house commands extensive views of the Mersey at its widest part, with portions of Lancashire, Cheshire, and North Wales. A mile from the hall is the village of ALLERTON; and a mile from the latter is Aigburth, before mentioned. From Allerton Hall we will now wend our way homewards, either through the two villages here named, or take a more direct route, which, on inquiry, can be found. The wayside scenery, via Aigburth, is described at the beginning of this excursion. On the other path there is nothing particular or sufficiently interesting to describe.

Our work is now finished; we have told of all that is worthy of inspection in or around our town, and we trust, kind stranger, that you have been sufficiently pleased with the sights and scenery you have witnessed, as to induce you again to visit us; likewise do we hope that you have been so satisfied with our companionship, in your voyage of discovery, as to consider us worthy of a kind mention to those friends who are bent upon an expedition to view the LIONS OF LIVERPOOL.

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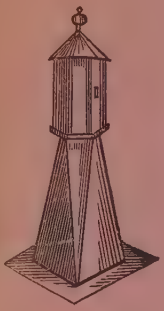

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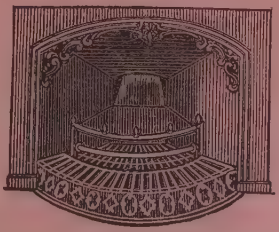

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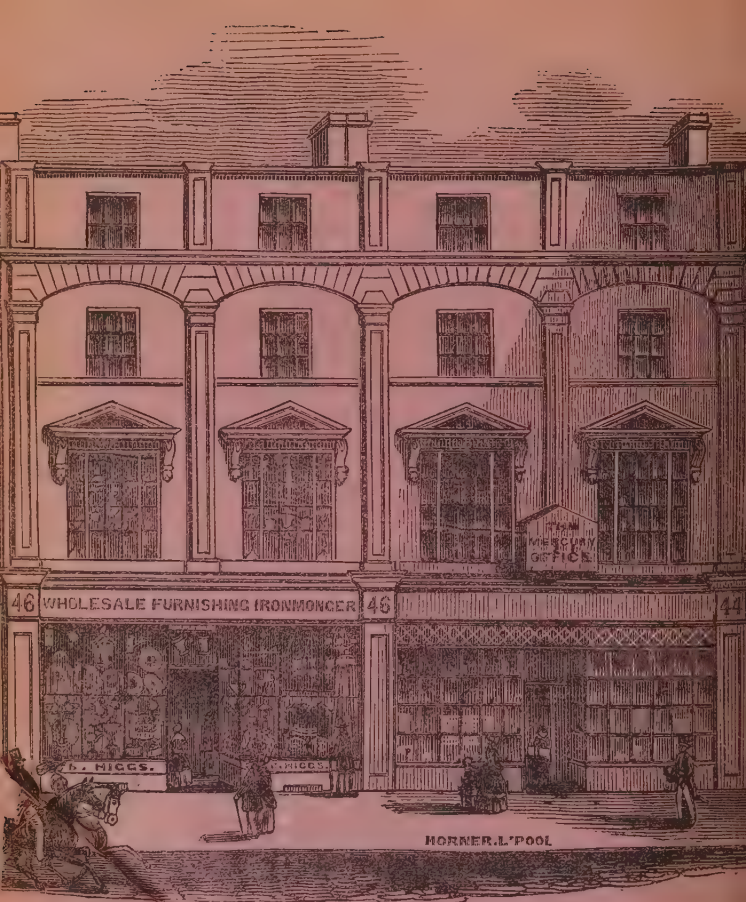


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